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HONG KONG, THURSDAY, MAY 10, 1928.

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IN ACTION.

JAPANESE AND CHINESE CLASH.

HEAVY FIGHTING.

Southerners Reported to Have Suffered Big Losses.

BATTLE RAGING 15 MILES FROM TSINAN.

For the third time, intensive fighting has broken out between Nationalist troops and the Japanese Expeditionary Force in Shantung. The engagement has been severe. It took part at Kotien, 15 miles east of Tsinan, where a powerful body of Southerners clashed with a column of Japanese reinforcements proceeding from Tsingtao to Tsinan. Casualties are given as follows:—

Japanese: 4 killed, 20 wounded.

Southerners: suffered heavy loss.

Worse still, it is stated that hostilities continue. From Tsinan itself, there is no news of further action by either side. The fact that fighting had begun to abate on Tuesday afternoon points to a probability that the "cease fire" has been sounded there. The resumption of trouble in Tsinan this week is ascribed to refusal by the Chinese to comply with a local ultimatum delivered by the Japanese.

A THIRD TIME.

Cheers greeted a statement in the House of Commons that the Policy of the British Government had been "most extraordinarily successful." It was confirmed that no British life or property had been destroyed in Shantung.

From Washington, it is learned that the United States Government may endeavour to maintain a "hands off" China policy and use her diplomatic influence to secure the withdrawal of the Japanese expedition.

While opinion is nearly unanimous that the Northern leaders in Peking are unlikely to complicate the issue by counter-attacking, latest news is that Marshal Chang Tso-lin may not retreat into the fastness of Manchuria without first getting to grips with the Southerners.

500 More Chinese Killed? The Nationalist Foreign Minister has given his version of the first series of hostilities in Tsinan (last week) and persists that the Foreign Commissioner was murdered by Japanese. From Nanking comes an allegation that the Japanese bombarded the Chinese walled city of Tsinan on Tuesday (in the second action), with the following result:—

More than 500 people killed. Many houses in western district destroyed. Bombardment lasted three hours. Inhabitants panic-stricken and fleeing. Reuter adds, however, that this news has not been confirmed.

LATEST FIGHT.

"New" Battle 15 Miles East of Tsinan.

Tsinan, Yesterday. The Japanese 28th Brigade from Tsingtao clashed with the main force of the Southerners under Chen Tiao-yuan near Kotien, 15 miles east of Tsinan. Severe fighting ensued.

The Japanese lost 4 killed and 20 wounded, and inflicted heavy loss on the Southerners.

Fighting continues.—Reuter.

Stubborn Resistance.

Shanghai, To-day. The Japanese continue to disarm Chinese troops in and around Tsinan which is resulting in minor fighting at various points.

The Japanese have occupied the Yellow River bridge and other strategic points. Gen. Sotomura's 28th Brigade clashed with the Southerners at Kotien, 15 miles east of Tsinan, and disarmed a large number after stubborn resistance.

When returning to Tsinan Gen. Sotomura came into collision with a powerful army under Chen Tiao-yuan. The result is not yet known. Chen Tiao-yuan was formerly Governor of Anhui and commanded three Nationalist armies from Hanchow, which cut the Chungking railway at Ning-shui on April 30.

£300 FARE.

Holland To Batavia By Air.

DUTCH ENTERPRISE.

London And Australia Brought Within A Fortnight.

London, Yesterday. It is learned from a Dutch source that a regular Air Service between Holland, India and the Dutch East Indies is being inaugurated this summer with special triple-screw Fokker monoplanes driven by three British Armstrong-Sidley Lynx engines, now being built for this service, which will bring London within a week of India and ten days of Batavia.

It is expected the Australian Air Transport Company will connect with this service and run a section between Batavia and Australia, thus bringing London within a fortnight of Australia.

It is stated that the passenger fare from Holland to Batavia will be £300.—Reuter.

Tsingtao and Chefoo. Being on the coast and accessible to His Majesty's ships, these places were in a less dangerous position, but warships were being sent to both ports as safeguard. He was glad to say that reports hitherto received did not indicate any destruction of British property or life during the present disturbances.

Successful Policy.

Comdr. Kenworthy contended that the fact that Britons in Tsinan were not molested showed the thing to do was not to send troops.

Sir A. Chamberlain replied that the matter seemed more suitable for debate than a question time discussion.

The Conservative member, Mr. Charles Williams, suggested that the fact showed that the policy of His Majesty's Government had been most extraordinarily successful from the beginning to the end. (Ministerial Cheers).—Reuter.

AMERICA'S VIEW.

The "Hands off China" Policy Again.

New York, Yesterday. Americans are very interested in the crisis in China, and the majority of experts on Far Eastern affairs are of opinion that Chiang Kai-shek committed an error of tactics in allowing his troops to provoke Japan to take reprisals, since by involving Japan, Chiang is likely to arrest irrevocably his own advance to Peking.

It is emphasised that Japan's position in Manchuria depends on the peace and stability of Peking, and that therefore she is likely to resist to the uttermost the advance of the Nationalists into the Northern provinces. But it is realised that Japan is somewhat in a quandary, as the Nationalists, by imposing a trade boycott against Japan might seriously reduce her trade with China.

Officials of the State Department have hitherto hesitated to comment on the situation owing to its uncertainty but many of the well-informed believe that the United States will endeavour to maintain a "hands off" policy though, probably, she may use her diplomatic influence in China to secure the withdrawal of the Japanese forces after an adjustment of the Tsinan incidents.—Reuter's American Service.

BLAME THE REDS!

Peking Wants Peace to Save the Country.

Peking, Yesterday. Marshal Chang Tso-lin's circular telegram was sent out this evening to all civil and military authorities in the North and the South. It declares that civil war has been going on for several years; that Communists are attempting to ruin the country. "I always apprehended that civil war might impair Chinese and foreign relations. Unfortunately incidents have happened at Canton, Hankow, Nanking and Tsinan. In view of the situation, I have ordered my troops to cease hostilities in order to save the country."—Reuter.

"VERY HARD CASE."

Mr. Kwik Djeong-eng's Suit Settled.

BETWEEN MAN & MAN!

Reprimand Of Mr. Tsang Fook Withdrawn.

"If there was any reprimand, all I can say is that the cause for it has disappeared and I withdraw it," said the Chief Justice (Sir Henry Gollan) in the Supreme Court this morning at the concluding stage of the case in which Mr. Kwik Djeong-eng, the Java sugar king, sued Mr. Tsang Fook (of the Tsang Fook Piano Co.) for \$40,000 damages for conversion of money.

The subject matter comprised twenty cheques which plaintiff's former employee, Lu Po-lun, handed to defendant to be paid in and cashed.

This morning, the following terms of settlement were announced and approved by His Lordship:—

"Judgment for Mr. Kwik, the plaintiff, for \$11,000.

"Costs, "Stay of execution, "Payment of \$5,000 cash in 24 hours and six monthly instalments of \$1,000 each to commence on June 10."

Counsel and Witness.

When defendant gave evidence on Tuesday, His Lordship reprimanded him for not giving a direct answer. This incident was referred to this morning when His Lordship used the words quoted above.

Another statement by the Chief Justice was as follows:—

"What I do endeavour to pre-

vent in this Court is anything in the nature of rough treatment or bullying by counsel of witnesses or, what is equally necessary, anything in the nature of liberty or impertinence on the part of witnesses."

On the case itself, His Lordship expressed approval of the settlement as he thought it was a very hard case. If he had had to give a decision it would have been hard whichever side he found for. He was glad the parties had regarded the matter not merely as one of law but as one of the right feeling between man and man. He thought the terms of settlement were acceptable to both sides.

Removing and Misconception. It was after the conditions of settlement were announced that Mr. Eldon Potter, K.C., addressed the Bench.

Mr. Potter said that plaintiff's side had never suggested that Mr. Tsang Fook was fraudulent in the case or that he was connected with the fraud of Lu Po-lun. The law cast upon the defendant the onus of making certain enquiries. He drew attention to this to remove any misconception in the mind of the public.

Mr. F. C. Jenkin said he was much obliged for Mr. Potter's generous statement. He then referred to "a small incident" to which a good deal of publicity has been given in the local Press, having reference to a reprimand by His Lordship to Mr. Tsang Fook in the witness box. The language used by my client, said Mr. Jenkin, could possibly convey to your Lordship that he was impertinent. It was merely a language difficulty under which he was labouring which gave rise to words which appeared to indicate he was fencing. He had no such intention, said Mr. Jenkin.

A Little Sober. There was, His Lordship re-

SEA-BORNE MAILS.

A Trans-Atlantic Air Service.

SEQUEL TO GREAT FLIGHT.

Statement In Commons By Secretary For Air.

London, Yesterday. The Secretary for Air (Sir Samuel Hoare) was asked if he had under sympathetic observation the movements of Ireland and Canada to follow up the Trans-Atlantic flight of Major Fitzmaurice by establishing airports in Ireland, on the one hand, and at the entrance of the Saint Lawrence on the other for collection and distribution of Trans-Atlantic seaborne mails.

Sir S. Hoare said the establishment of airports in the Irish Free State was a matter for the Government concerned. He could promise that any development which was the result of the employment of aircraft for the development of a Trans-Atlantic mail service would receive the sympathetic consideration and co-operation of the Postmaster-General and himself.—British Wireless Service.

ROUND-THE-WORLD.

END OF "RACE" TAKES PLACE IN TOKYO.

RECORD CLAIMED.

Shanghai, Yesterday. A telegram from Tokyo states that Araki, the participant in the "Jiji" round-the-world race, has arrived in Tokyo completing his journey in 33 days, 16 hours, 26 minutes.

This is claimed as a world record in using the ordinarily available modes of travel.—Reuter.

OBEYING ORDERS.

DISTRICT MAGISTRATE'S "SEVERE CENSURE."

SEQUEL TO RIOTS.

Calcutta, Yesterday. The District Magistrate, reporting on the military firing during the rail strike riot, severely censured Captain G. H. Christie, commanding the Eastern Frontier Rifles who opened fire on the orders of the Superintendent of Police.—Reuter.

plied, no wrong or moral misconduct by the defendant in the witness box. There was nothing said that could be regarded as false evidence.

"After all, if the work of the court is to be conducted in a proper manner, there must be mutual consideration shown both by the witnesses and by counsel."

His Lordship had thought that defendant was not answering the question put—which was a perfectly fair one in the right spirit. "Probably defendant spoke (for the convenience of the Court) in a language with which he was not familiar, and I accept what Mr. Jenkin has said. I may have been a little severe. If there was any reprimand, all I can say is that the cause for it has disappeared and I withdraw it."

No Doubt of Honesty. His Lordship agreed with what Mr. Potter had said with regard to the general conduct of the defendant in the whole of the transaction.

In His Lordship's opinion, defendant was under a very great indebtedness to Lu Po-lun and that a great deal of defendant's success in business was due to the influence of Lu Po-lun, a man whom he had no reason to suppose was anything but a thoroughly respectable and honest person; and probably he had a disposition to help Lu Po-lun or convenience him in any other way he could, which accounted for the involved position he found himself in.

"I think there is no question as to the defendant's honesty." His Lordship concluded.

Mr. Potter and Mr. H. G. Sheldon (instructed by Mr. E. Davidson) were for plaintiff. Mr. Jenkin (instructed by Mr. D. H. Blake) was for the defence.

PITCHED BATTLE.

Fish Fokis And Armed Robbers.

AT SHAUKIWAN.

Rifles And Antiquated Guns Used In Junk's Defence.

An armed robbery on board a fishing junk in Shaukiwian harbour early this morning, developed into a pitched battle between the robbers and the fishing folks.

The battle took place after the robbers had successfully ransacked the fishing boat and were making their escape in a cinder boat when the people in other fishing boats in Shaukiwian harbour opened fire on them with rifles and other antiquated weapons forming part of the armament of ocean-going fishing craft.

The robbers returned the fishermen's fire with revolvers, and the whole of Shaukiwian was awakened by the noise of the battle. The robbers came out second best, and at least one of their number is known to be dead. It is understood that no casualty was suffered amongst the fishing folks.

It is not clear what time the robbery was carried out, but it was stated to have occurred "a couple of hours before dawn."

In Cinder Boat.

The robbers, whose number has not been ascertained, came in a flat, open cinder boat. They slipped into Shaukiwian harbour under the cover of night and crept noiselessly about amongst the numerous fishing boats anchored in the harbour, with their crews fast asleep after a hard day at the fishing grounds.

The robbers then made fast their cinder boat alongside one of the larger of the fishing boats, which must have previously picked out as the victim, and its position in the harbour studied by the robbers earlier in the evening.

Once their boat was secured alongside the junk, the robbers climbed on board and surprised the sleeping crew, who were overpowered and bound and gagged before they were fully aware as to what was happening. The robbers went about their "job" so noiselessly and speedily that none of the crews of the neighbouring junks were awakened.

They then ransacked the junk which they had singled out for their prey, and helped themselves to property variously placed at between \$50 and \$100 in value. It is impossible to give an exact estimate of the loot until after an inventory of the junk's property had been taken, and police investigations completed.

Loot Transferred.

After transferring the loot to their cinder boat, the robbers slipped quietly on board and began to again pick its way amongst the sleeping junks out of the harbour. They would have got clear away but for the fact that one of the foks of the looted junk succeeded in getting rid of his gag and gave the alarm.

The crews of the other junks were immediately awakened to the realisation of the common peril, and one man more impulsive than the others picked up a firearm and fired a shot in the general direction of the escaping robbers who it was impossible for him to see.

This shot was the signal for the start of the battle which placed the whole of Shaukiwian in a panic. Other fishermen in other junks also brought out their rifles and other weapons and began firing at random, more with the intention of scaring the robbers away than with any hope of hitting them.

Had the robbers not lost their heads they still had a chance of getting out of the danger zone unharm, but they made the fatal mistake of returning the fishermen's fire, and thus betrayed their own position to the "enemy." The result was that a hot fire was immediately trained in their direction. What result this fire had was illustrated afterwards when the body of one of the robbers was found with a bullet in his chest.

Police Arrive.

The battle stopped as suddenly as it had started, as soon as the robbers ceased replying to the fishermen's shots, which was immediately after the devastating volley was fired in their direction.

Attracted by the noise of the battle, the Shaukiwian police were quickly on the scene, but beyond a general indication of the direction

BRITAIN AND AIR.

Statement In The Commons.

ALL-METAL MACHINES.

R100 And R101 May Be Flying This Year.

London, Yesterday. Sir Samuel Hoare (Secretary for the Air) stated that new types of all-metal machines would be used in the British air service by the end of this year. The general policy of the Air Ministry was to push on with the development of all-metal machines. We were substantially in advance of any other country in this matter. He hoped that in the course of the current year the airships R100 and R101 would be flying.—British Wireless Service.

JAPAN'S FINANCES.

AFTERMATH OF LAST SPRING'S CRISIS.

GOVERNMENT SUPPORT.

Shanghai, To-day. A telegram from Tokyo states that over 85 banks affected by the financial crisis of last Spring received special loans from the Bank of Japan totalling approximately \$68,000,000 by May 8 when the term of special advance period fixed by the Government has expired. The Government had sanctioned a maximum of \$70,000,000 under Government guarantee for the purpose of relieving crippled banks.

Money dumped on the market lately from this source is believed to prove difficult of absorption.

With reference to the matter the "Japan Advertiser" states that specie holdings abroad on April 25 totalled 104,000,000 compared with 148,000,000 at the end of 1919.—Reuter.

MOSCOW'S RUPEES.

BOMBAY LABOUR LEADER RECEIVES A DOLE.

MORE PROPAGANDA.

Bombay, Yesterday. Mr. Joshi, President of the Bombay Textile Labour Union, has received 21,000 rupees from Moscow.—Reuter.

In which the robbers were last observed they were unable to get much useful information from the excited fishermen.

A telephone message was hurriedly sent through to the Water Police giving a report of the affair, and police launches immediately took up a systematic search of the whole of the harbour for the robbers.

Just before dawn one of the searching launches came across the cinder boat well beyond Shaukiwian harbour, drifting out to sea. Lying in the bottom of the shallow boat was one of the robbers. He was dead with a bullet wound in the chest. Near the body were found three revolvers, all loaded, but giving indications that they had been recently fired by the presence of some empty cartridges in all of them.

The boat was towed away and the body removed to the mortuary for identification.

Dead Man.

From the number of revolvers found in the cinder boat, it is estimated that the number of the robbers concerned in the looting of the junk and the subsequent battle, was between three and four men.

What happened to the other robbers it is impossible to discover. There are two theories concerning them. One is that they had jumped overboard and swam away to safety, whilst the other was that they had all been hit by the shots fired by the fishermen, and with the exception of one they had all fallen into the harbour when hit.

Both theories seem equally good, and it remains to be seen if the sea will give up its secret during the next couple of days, or the police investigators will be able to establish that the robbers had made good their escape.

There is no doubt that the cinder boat found by the Water Police with the dead man on board was the one used by the robbers, as all the loot, practically intact, was found in it.

(Continued on Page 7.)

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1 Ceiling Fan with Aluminium Blades
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Teak Bedstead, Teak Wardrobe with Bevelled Glass Doors, Teak Dressing Tables, Chest of Drawers, etc.,
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Hong Kong, 8th May, 1928.

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NOTICES.

BRITISH LEGION.
HONG KONG BRANCH.

THE 7TH ANNUAL GENERAL MEETING will be held at 5.15 p.m. on FRIDAY, 11th May, 1928, in the Board Room of Jardine, Matheson & Co., Ltd.

Business:—To receive the report and accounts for the year 1927. To elect officers, etc.
A. PIERCY,
Hon. Secretary.
Hong Kong, 7th May, 1928.

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NOTICE TO SHAREHOLDERS.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on THURSDAY, the 17th May, 1928, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1927.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 3rd to the 17th May, 1928, both days inclusive.

JARDINE MATHESON & CO., LTD.,
General Agents.
Hong Kong, 26th April, 1928.

MACAO RACES.

Eighth Extra Race Meeting.
SUNDAY, 13th May, 1928.
First Race 1.15 p.m.

Public Enclosure .. 40 cents.
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A BALANCE SHEET.

ITS VALUE TO
SHAREHOLDERS.
WHAT EXPERTS CAN DO.

"The Value of a Balance Sheet" was the subject of a paper read recently before the Sheffield Centre of the Institute of Bankers, and other professional societies, by Sir Mark Webster Jenkinson, a director of Messrs. Vickers-Armstrong, Limited. As a distinguished chartered accountant the lecturer is eminently qualified to speak on such a subject, and there were several points touched upon which make one rather regret that London was not the venue chosen for the delivery of the address in preference to a provincial centre, however important. What is the value of a balance-sheet? It very much depends upon the person into whose hand it comes. There are many people—shareholders in public companies included—who are incapable of understanding one—people to whom the array of figures set out on the debit or credit side is so much Greek. There are others, on the contrary, who are as expert in reading the message the figures have to tell as another in translating a cable in cipher with the code-book in front of him. There are occasions when a company, while telling nothing but the truth in the annual report and balance-sheet, may not want to reveal the whole truth, and there are experts in the art of accountancy who can produce such a document, and baffle the skill of the cleverest critic while still complying with the requirements of the Companies Acts in these matters. Their object has been to disclose nothing, and they have succeeded. It has become quite the regular practice nowadays to appraise the prospects of a business by its annual accounts, and a value is often attached to the auditor's certificate which is sometimes greatly in excess of its real significance. An ideal balance-sheet is, perhaps, one which furnishes the fullest information on all subjects directly affecting the company, but there are often times when, in the interests of the shareholders themselves, it is not advisable to disclose everything that has taken or is taking place. A company might, for example, be passing through a temporary phase which the directors feel sure will be of short duration, and a disclosure would have an injurious effect on the market value of the shares. To create unnecessary alarm is no part of a director's functions. The responsibility lies with the board, and it is for them to judge what it is vital and what inadvisable to publish.

Bankers' Concern.
A balance-sheet is looked at from different angles by the various parties interested in it. As Sir Mark pointed out, bankers are mainly concerned with the realisable value of the assets on a "break-up," to assure themselves that there would be sufficient to cover their present or prospective advances after paying all prior charges. They are interested in a lesser degree with the company's actual indebtedness to trade creditors—especially in a local concern—on account of the effect liquidation might have upon the financial stability of various customers of theirs. For debenture holders, it is important for them to assure themselves that their capital is secure; that the company's value as a going concern is not overstated, and to feel certain that payment of the agreed rate of interest can be continued. Preference shareholders look more to the profits earned and the number of times their fixed dividend is converted, for in the event of forced liquidation there is usually little left for them after paying the prior charges. Ordinary shareholders for the most part focus their attention on the dividend possibilities and the market price of their shares rather than on their intrinsic value as disclosed in the balance-sheet. Sometimes a company is fortunate in having a body of shareholders—who prefer to see reserves piled up against a rainy day, rather than have a more generous present distribution which the profits of the concern would seem to warrant. Others there are who, no matter how large the dividend, always ask for more, and it is in their own best interests if secret reserves are made from prudent motives, with the object of equalising dividends, for the shares will not then be subject to wide fluctuations in price. There is just as much wisdom in building up a reserve against bad trade as there is in making one for bad debts. Proof of this could be furnished to-day by many shipping and marine insurance companies, which, but for this policy of reserve-building in good days gone by, would, in the depressed times, which they have recently experienced, have fared very badly in regard to their dividend maintenance. There are some critics who scan a balance-

sheet almost from this angle alone, but to most the form in which it is set out is somewhat of a puzzle. A balance-sheet should show in summary form the financial position of the company at the date of the statement, the various debit and credit balances standing in the books being given, after collecting into profit and loss account all the balances relating to revenue. It is usually, however, a little confusing to the layman by reason of the fact that on the "liabilities" side are items of a suspense nature, such as reserves, insurance funds, etc., and among the "assets" expenditure not represented by tangible assets.

The Poor Shareholder.

The question, therefore, arises whether the balance-sheet of a public company can be presented in a form which would indicate the position of affairs more clearly than at present. It may be said that whatever the manner in which the accounts were submitted, the average shareholder would not understand them, but if by remodelling the financial position can be made more apparent, the fact that long usage has led to the adoption of a stereotyped form should not alone, in Sir Mark's opinion, stand in the way of a change. His view is that it is possible to frame such documents that two points of particular interest are emphasised, viz.: (a) the amount of working capital available; (b) the extent to which the share capital is represented by fixed assets, the value of which varies with the earning power of the business. He would have no objection to a memorandum in the form of notes appearing at the foot explaining the basis upon which the value of certain assets had been ascertained, and generally supplementing the information contained therein. After all, cash at bank or in hand is the only asset which can be said to be absolutely stated at its proper value. Valuations of premises, stock, book debts, plant, the depreciation on the fixed assets and the provision for expenses accrued, etc., are all only estimates. For example, the valuation of works, machinery, plant, etc., is based on cost price, less depreciation, but that may not be the same as its realisable value. So much depends upon the earning capacity of the business, for the realisable value might only be the break-up value, or it might be enhanced by the suitability of the premises for a purchaser whose only alternative was to build at much greater cost. Management, again, is an asset difficult to put a valuation upon, but is an item which does not figure. Shareholders as a rule accept a balance-sheet with respect as revealing the financial position of the company, without taking the trouble to understand the basis upon which it is founded. To suggest reform in the presentation of accounts is one thing; to bring it about is another. It is hardly the business of professional auditors, their function being more to certify the correctness of accounts as presented to them than to lay down the precise form in which they should be made up. It would be difficult, too, for a company's accountant to introduce a new system, as such an innovation—if sanctioned by its directors—would be sure to evoke adverse criticism on the part of some of the shareholders, at any rate. If any revision is to come, it will most likely be as the result of education by the responsible financial Press. In the words of the authority we have been quoting, "if shareholders could be educated sufficiently to realise that a balance-sheet only reveals what is disclosed by the books; that 'value' is merely a generic term, the actual work of the fixed assets varying with the progress of the business; that although the machines may be automatic, the success of an industrial undertaking mainly depends on the initiative, energy and ability of the management, then the losses which they incur might in many cases be avoided."—"Syren and Shipping."

POOTUNG FIRE.

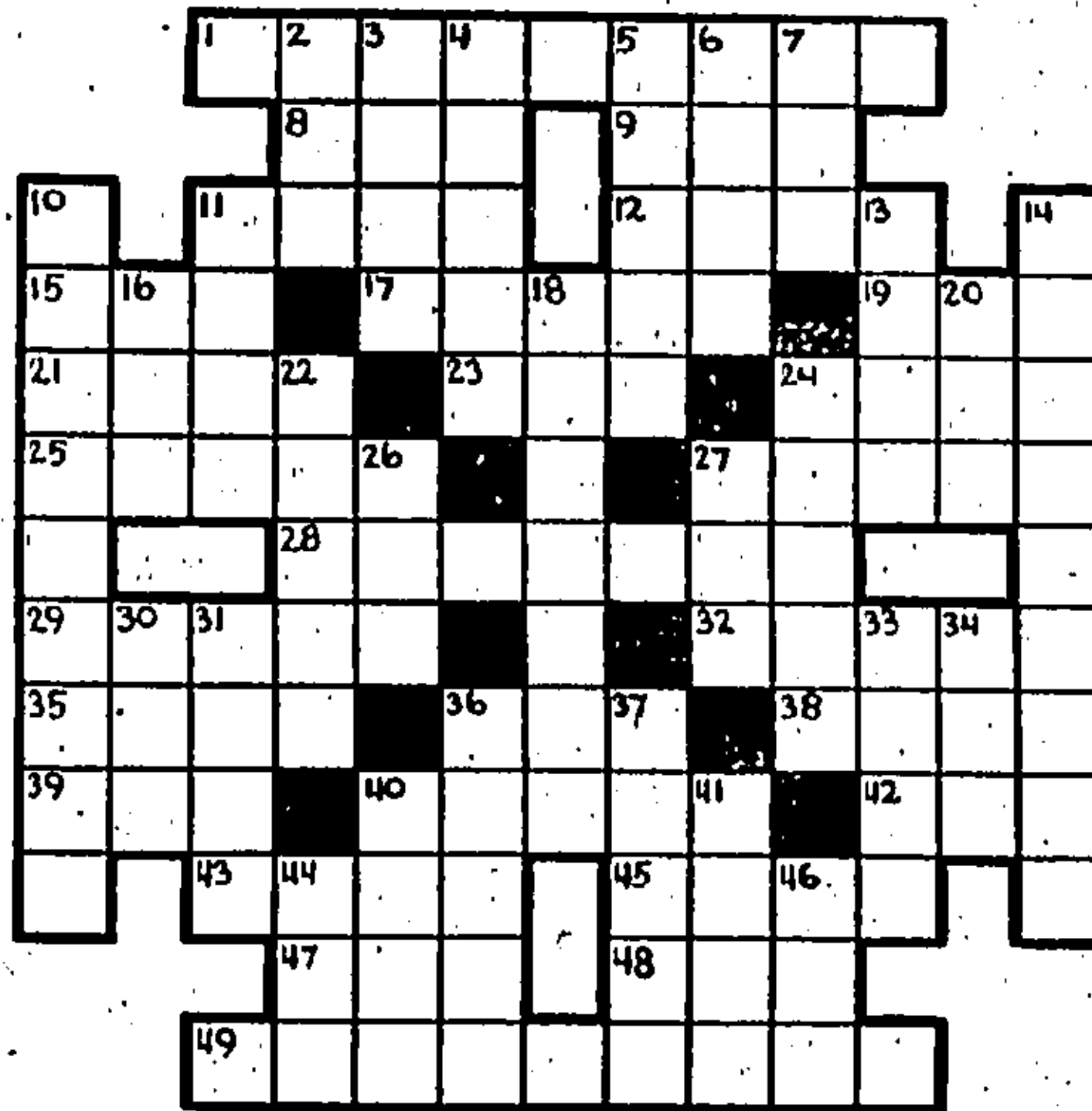
OVER 200 CHINESE
DEAD.

Shanghai, May 4.
One of the most devastating fires of recent years broke out in Pootung shortly after six o'clock last night and in spite of the efforts of three fire brigades, including the two floats manned by Settlement firemen, burned with undiminished vigour for nearly three hours. The Chinese military authorities estimate at least 200 to 300 fatalities—women and children, in the main, who were trapped by the rapid spread of the flames.

Damages and costs amounting to \$7.38.6d. were awarded at Newcastle against each of 70 putters, who were alleged to have absented themselves from Hazalrigg Colliery in breach of their contracts.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|---------------------------------------|-----------------------------|------------------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1—Massachusetts city | 30—Nether | 16—Mrs. Stowe's little heroine |
| 8—Court | 40—Famous U. S. general | 18—Reproaching |
| 9—Make brown | 42—Corroded | 20—Sorap |
| 11—Pant | 43—Melt | 22—Applied lime to |
| 12—Harsh | 45—Rectify | 24—Pertaining to ebb and flow |
| 15—Confederate commander | 47—Individual | 26—Prefix meaning "on this side" |
| 17—Excellence | 48—Pipe for drawing liquids | 27—Sailor |
| 19—Clamor | 49—Perished profusely | 30—in the past |
| 21—Elliptical | | 31—Aid |
| 23—Knock | VERTICAL | 33—Clock face |
| 24—Conjunction | 2—Bird | 34—Suffix denoting an agent |
| 25—Sudden fright | 3—An enclosed space | 36—Cloth for drying face and hands |
| 27—County in New York | 4—Tremble | 37—Flaw |
| 28—Guide wrongly | 5—To tear into strips | 40—Narrow thoroughfare |
| 29—Comrades | 6—Stratched | 41—Close by |
| 32—Lines from center to circumference | 7—Finish | 44—in what manner |
| 35—Exclamation (abbr.) | 10—Runaway marriage | 45—Mimic |
| 36—High explosive | 11—Vegetable | |
| 38—Catalog | 12—Reflect back | |
| | 14—Blown up | |

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

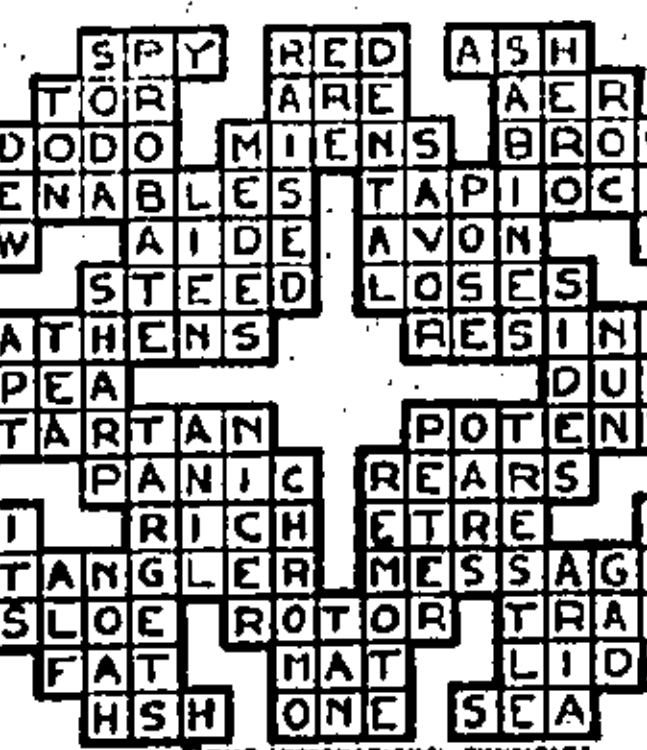
(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1784
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1505
Tai-koo Sanatorium	1000
Mt. Davis	877
Bowen Road (Hinterlands)	297
Mainland.	Feet.
Taimoshan	8124
Kowloon Peak	1971

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From Hong Kong.

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TENYO MARU Tuesday, 12th June.
*Calls Keelung.

LONDON via Singapore, Suez, Marseilles & Ports.

HAKOZAKI MARU Saturday, 19th May.

HAKUSAN MARU Saturday, 2nd June.

KITANO MARU Saturday, 16th June.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU Wednesday, 23rd May.

TANGO MARU Wednesday, 20th June.

BOMBAY via Singapore, Penang, & Colombo.

TAMBA MARU Saturday, 12th May.

MOJI MARU Sunday, 27th May.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

RAKUYO MARU Thursday, 31st May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU Saturday, 9th June.

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU Sunday, 13th May.

FUJI MARU Wednesday, 13th June.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOOKA MARU Wednesday, 23rd May.

CALCUTTA via Singapore, Penang & Rangoon.

CEYLON MARU Saturday, 19th May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Friday, 18th May.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU (Moji direct) Saturday, 12th May.

DURBAN MARU (Calls Nagasaki) Sunday, 13th May.

HARUNA MARU Monday, 14th May.

*Cargo only.

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O. S. K.

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LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

AMUR MARU Sunday, 13th May.

ANDES MARU Tuesday, 5th June.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

SANTOS MARU Saturday, 30th June.

BOMBAY—Via Singapore and Colombo.

SUMATRA MARU (Calls at Penang) Saturday, 19th May.

CELEBES MARU Sunday, 3rd June.

INDUS MARU Wednesday, 20th June.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOBASA—Via Singapore and Colombo.

CHICAGO MARU Friday, 1st June.

CALCUTTA—Via Singapore, Penang and Rangoon.

KASADO MARU Friday, 25th May.

TACOMA MARU Monday, 25th June.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

ALABAMA MARU (from Shanghai) Thursday, 10th May.

AFRICA MARU (from Shanghai) Thursday, 21st May.

HAIPHONG—Via HOIHOW & PAKHOI.

MENADO MARU Friday, 8th June.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS.

ALTAI MARU Sunday, 13th May.

TACOMA MARU Thursday, 24th May.

HEIYO MARU Friday, 25th May.

KEELUNG—Via SWATOW & AMOY.

KISHU MARU Sunday, 15th May noon.

HOZAN MARU Sunday, 20th May noon.

TAKAO—Via SWATOW & AMOY.

DELI MARU Thursday, 17th May noon.

TAKAO & KEELUNG.

SOURABAYA MARU Wednesday, 9th June.

For further particulars please apply to:- OSAKA SHOSEN KAISHA.

Tel. Central No. 4088, 4089, 4090.



SHIPPING SECTION.

N. GERMAN LLOYD.

REPORT AND ACCOUNTS
FOR 1927.

HEAVY EXPENSES.

The accounts of the North German Lloyd for last year show a net profit of 11,735,320 Reichsmarks, as compared with 7,406,370 Rm. for 1926, and a dividend of 8 per cent. is declared. The gross revenue amounted to 39,443,053 Rm., as against 30,836,010 Rm., and the expenditures were—General expenses, taxes and social contributions, 11,091,885 Rm.; interest on loan, 1,649,475 Rm. (2,624,115 Rm.); depreciation on sea-going steamers, 13,181,250 Rm. (11,978,860 Rm.); on other craft, 500,704 Rm. (342,432 Rm.); on premises, etc., 1,985,836 Rm. (265,645 Rm.).

As compared with the preceding year, the gross revenue shows an increase of 28 per cent., but as the working expenses did not increase in the same ratio as the revenue, the net profit is about 58 per cent. higher than in 1926.

The following is a translation of the report specially prepared for "The Journal of Commerce".

General.

The business year 1927 can be described as satisfactory, especially when the heavy expenditure for working materials, which will only become remunerative in the future, is taken into consideration. The results were limited, however, by the burden of taxation and social contributions, which is constantly growing heavier, and the increase of which caused our working expenses to be considerably higher than they were in the preceding year. We are watching, not without a considerable amount of anxiety, the developments which are foreshadowed by the decisions of the International Labour Organisation in Geneva—decisions, however, which have not yet been completely accepted by the great maritime nations—because the result of such development must be a further weakening of German shipping in international competition.

We were able during the year under report to carry still further the expansion of our undertaking, as laid down in the new shipbuilding programme. In particular, for the maintenance of our traditional position in the traffic to the Far East we were able to transform our service to a weekly one.

Developments in the passenger traffic came up to our expectations, whereas in the overseas freight traffic there were various factors to be deplored which had a restricting effect on sound business. There was, in particular, a considerable disturbance of the competitive relations caused by foreign lines working for State account or with State assistance, and it was unfortunately to be observed that the increasing of the speed of freight steamers made by foreign lines for competitive reasons is threatening more and more to force the overseas freight business into utterly wrong channels.

In order to meet the demand for cargo space caused by a very satisfactory development in the economic situation we were obliged to augment our new tonnage by extensive purchases.

Financial Development.

We endeavoured during 1927 to adopt the financial measures entailed upon us by the development of our undertaking without paying any regard to the prospects of compensation for our property which was confiscated in the United States. In order, therefore, to carry out our shipbuilding programme, and to make it more independent of the business results of the next ensuing years, and in order also to ensure ourselves a certain freedom of movement for our new tasks, we contracted on October 22, 1927, with the banking firms of Kuhn, Loeb and Co. and the Guaranty Company of New York, a 20-year 6 per cent. gold loan of \$20,000,000, which was issued in New York at 94 per cent. and fully subscribed. Capital and interest of this loan are payable in New York in United States dollars. Out of the proceeds of the loan the English loan of \$1,000,000, taken up in May, 1924, was repaid.

The legislative work in connection with the return of alien property seized in the United States, which was resumed in the year under report, has in the meanwhile been brought to a conclusion which, after the ratification by the President of the law passed by the Senate and the House of Representatives, will eventually lead to the release of our property, which is at present under the administration of the Custodian of Enemy Property, as well as to the satisfaction of our claims for confiscated tonnage. At the present moment it is impossible with

any degree of certainty to say anything as to the amount of those claims or the time of their satisfaction.

Increase of the Fleet.

Our fleet of sea-going steamers was increased by the taking into service of the passenger and cargo steamers Orotava, Arucas, Amsel, Star, Ganter, Aller, Mosel, Main, Lahm, and Oder, representing about 52,638 tons gross, as well as by purchase of seven passenger and cargo steamers (including the 14,690-ton steamer Zeppelin, renamed the Dresden) of altogether 52,054 tons. We sold the old steamers Ancona, Amsel, Star, and Strauss, of 6,925 tons, and the steamers Mowe and Elberfeld, of altogether 7,241 tons, were totally lost.

Of the shipbuilding programme drawn up in 1926, and extended in June, 1927, by three small freight steamers for daughter companies there were still under construction on January 1st, 1928, the passenger steamer Europa, 45,000 tons gross; passenger steamer Bremen, about 46,000 tons gross; two cargo steamers of 8,500 tons gross each; three motor freighters of 8,000 tons each; three cargo steamers of 1,750 tons gross each.

The total fleet of the North German Lloyd, including the fleets of the Hansatic Steamship Company, of Hamburg, and the "Seefahrt" Steamship Company, of Bremen, of which companies we hold practically all the shares, consists accordingly of (a) ships in operation, 723,168 gross; (b) ships under construction, about 138,250 tons; total, 861,418 tons, of which 804,345 tons gross are ocean-going vessels.

There was no change in our contractual relations with the United States Lines.

Overseas Passenger Traffic.

In comparison with last year the passenger traffic between North America and Europe was, generally speaking, strong, and our company had a notable share in the increased business. Our efforts to adapt ourselves to the changed traffic conditions were successful. The emigration to Canada in 1927 was only on a moderate scale. The steamer "Dresden" (ex Zeppelin), which has accommodation for passengers in the cabin, tourist and third-class, was placed in the Bremen-New service in August, 1927.

The South America traffic remained normal. By sailings every three weeks of the three Sierra class steamers, and four middle-class steamers, a regular service was maintained on this route. A passenger service to Cuba in connection with the call at Calveston was arranged at the beginning of 1928. During 1927 we did not participate in this service.

There was a further satisfactory development in the traffic to the Far East and Australia.

Overseas Freight Traffic.

The tendency of the freight market on the big chartering markets was generally steady, and rising in the first half of the year. The traffic to North America (east coast) on the other hand, both outwards and homewards, was not completely satisfactory. An extraordinarily large supply of tonnage, particularly in the homeward direction, did not permit a remunerative development sphere of traffic. The West Coast traffic suffered from a shortage of outward cargo, but compensation for this was found in the improved homeward business.

The supply of tonnage at the River Plate was, as usual, very large in proportion to the amount of cargo on offer. In this market also the particularly strong competition of tramp tonnage was very severely felt. Accordingly the outward rates were hardly satisfactory, while homewards more, but barely sufficient, steadiness of rates was to be observed. In fulfilment of the wishes of our shippers, we opened an accelerated direct service with our own steamers to some of the smaller ports Central Brazil. The freight results of the Cuba service were not very favourable.

Trade to the West coast of Central America and the West Indies was satisfactory in the outward direction, but our home-coming steamers could only find occupation during the coffee season, and then only to a limited extent. The steamers available out of the coffee season had to be employed either in the open market or in some other line operated by our company. In the traffic to the west coast of South America the results, both outwards and homewards, were satisfactory, and the amount of the cargo available was adequate.

The supply of cargo offering from the Far East was such that in spite of increased sailings our steamers could fill a considerable portion of their holds. In homeward direction this trade was, generally speaking, satisfactory. We were compelled, however, for filling up purposes to have recourse to the transport of beams from Vladivostok and northern Chinese ports, because the regular ports of call of our steamers could not provide a sufficient amount of cargo. The results were correspondingly affected.

In the outward business to Australia there was a slight improvement as compared with the previous year, although no decided activity could be noticed. Trade was made all the more difficult by the regrettable customs discrimination against German goods. The South Africa trade was unfavourably affected by the appearance of a new English line, and the resulting rate war.

In October of that year under report an agreement was concluded with the Belgian, English and French lines trading to the Congo. The unsatisfactory discharging equipment and railway facilities at Congo ports makes dispatch there very difficult.

The yield of our fruit voyages to the Canary Islands was only moderate. A remunerative but very short season is followed by a long period of business idleness, during which it is very difficult—sometimes, indeed, impossible—to secure the requisite quantity of cargo. This compelled us occasionally to employ on other lines the steamers which were specially built for the fruit trade.

The results of the European lines can, with a few exceptions, be regarded as satisfactory. In the Levant trade there was some progress as compared with 1926, although here also success was limited by severe competition. The services to England had to contend against extraordinarily severe competition and very high costs in the English ports, so that hardly any profit was left.

Further extensions were made in the Baltic services, and in particular the traffic from the Continent to Finnish ports was placed on a regular basis.

YANGTZE RIVER.

British Naval wireless despatches of yesterday indicate that following the understanding with General Yang Sen that British shipping will not be interfered with, no further change has occurred along the upper and middle reaches of the Yangtze River.

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EMPEROR OF CANADA	June 13	June 16	June 19	June 21	June 30
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10

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S. S.	Tons	From Hongkong	Destination
KASHGAR	9,065	12th May	Marseilles, London, Antwerp & Hull.
LAHORE	5,252	19th May	Miles, L'don, A'werp, R'dam & H'burg
KHIDDERPORE	5,334	22nd May	Straits, Colombo, Bombay & Karachi.
MALWA	10,988	28th May	Bombay, Marseilles & London.
TALIPORE	5,273	31st May	Straits, Colombo & Bombay.
JEYPORE	5,318	2nd June	Miles, L'don, A'werp, R'dam & H'burg
DELTA	5,097	5th June	Bombay, Marseilles, L'don & A'werp
KANZAPORE	6,716	12th June	Straits & Bombay.
KANPURA	16,601	23rd June	Bombay, Marseilles & London.
NOVARA	9,989	30th June	Marseilles, London, Antwerp, Hull, Rotterdam & Hamburg.
KHYBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALPINDI	16,619	21st July	Bombay, Marseilles & London.
NANKIN	7,055	28th July	Miles, L'don, A'werp, R'dam & H'burg
KASHMIR	8,935	4th Aug.	Marseilles, London & Antwerp.
RAJPUTANA	10,586	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,638	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

Frequent connection from Port Said for Passengers and Cargo to
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BRITISH INDIA-APCAR SAILINGS.

*HATIPARA	7,764	18th May	Singapore, Penang & Calcutta.
TALMA	10,000	26th May	Singapore, Penang & Calcutta.
TAKLWA	7,930	4th June	Singapore, Penang & Calcutta.

*Cargo only.

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TANDA	8,956	1st June	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	28th June	Townsville, Brisbane, Sydney &
ARAFURA	6,000	3rd Aug.	Melbourne.

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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

DELTA	8,097	10th May	Shanghai, Kobe & Yokohama
*NOVARA	9,989	12th May	Shanghai, Kobe & Yokohama
*DEVANHA	8,155	18th May	Shanghai, Kobe, Osaka & Y'hama.
*MIRZAPORE	6,716	21st May	Shanghai, Kobe & Yokohama.
SANTHA	6,716	21st May	Amoy, Kobe & Yokohama.
RANPURA	10,988	28th May	Amoy, Shanghai, Kobe & Osaka.
TILAWA	7,055	31st May	Shanghai, Kobe & Yokohama.
*NANKIN	7,055	31st May	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Shanghai, Kobe, Osaka & Yokohama.
TAKADA	8,040	7th June	Amoy, Kobe & Yokohama.
KHYBER	9,114	8th June	Shanghai, Kobe & Yokohama.
TALAMBA	8,018	17th June	Amoy, Kobe & Yokohama.
RAWALPINDI	16,619	22nd June	Shanghai, Kobe & Yokohama.
*VELLORE	8,853	3rd July	Shanghai, Kobe & Yokohama.
KASHMIR	8,935	6th July	Shanghai, Kobe & Yokohama.
ARAFURA	6,000	10th July	Shanghai, Kobe, Osaka & Yokohama.
RAJPUTANA	10,586	20th July	Shanghai, Kobe & Yokohama.
KALYAN	9,144	3rd Aug.	Shanghai, Kobe & Yokohama.
TANDA	8,956	7th Aug.	Shanghai, Kobe, Osaka & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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S.S. "CITY OF EASTBOURNE"	Via Suez Canal	11th May
S.S. "ADRASTUS"	Via Suez Canal	4th June
S.S. "CITY OF NEWCASTLE"	Via Suez Canal	16th June
S.S. "HELENIUS"	Via Suez Canal	23rd June

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FOR MASTERS AND
MATES.

QUESTIONS IN COMMONS.

London.—In the House of Commons Mr. Wardlaw-Milne asked the President of the Board of Trade whether he was aware that the examination for the Board of Trade Certificate for Master and Mates and the curriculum leading up to it will be based upon a practice of navigation now not commonly used in ocean-going vessels, and whether he would state at what date the whole subject was last considered with a view to bringing the examination into line with modern practice.

Mr. Williams.—I am unable to accept the suggestion contained in the first part of the question. Examination regulations are frequently revised. The last revision was made in 1925, and the committee on which various interests are represented, and under the chairmanship of the right hon. gentleman member for Swansea West, is now considering whether further revision is required.

Mr. Wardlaw-Milne.—May I ask my hon. friend how it is if this examination is entirely up to date it is necessary to have another committee two years after the last revision?

Mr. Williams.—I think that as the conditions of navigation are constantly altering it is necessary to have examinations brought up to date from time to time.

Mr. Wardlaw-Milne.—Can you tell us if in 1925 new navigation was included in examinations, or whether we are still working on old lines?

Mr. Williams.—I am afraid I have not seen the full conditions of the examination, but I shall be glad to send my hon. friend full particulars if he so desires.

CONSIGNEES.

THE EAST ASIATIC CO., LTD.,
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THE Motor Vessel "MALAYA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 15th May, 1928, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on 12th May, 1928, at 10 a.m.

All claims against the vessel must be presented to the Under-signed before the 15th May, 1928, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by

JOHN MANNERS & CO., LTD.,

Agents.

Hong Kong, 8th May, 1928.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

Motor Vessel

"REMO"

From Trieste, Venice, Brindisi, Port Said, Massaua, Aden, Karachi, Colombo, Penang and Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All claims against the vessel must be presented to the under-signed on or before the 17th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

DODWELL & CO. LTD.

Hong Kong, 2nd May, 1928.

CHINESE WINE.

JUNK MASTER "GUILTY"
OF DUTY EVASION.

\$400 FINE.

At the Central Magistracy yesterday afternoon, before Mr. R. E. Lindsell, Kong Kai, the master of a trading junk, pleaded "guilty" to a charge of unlawful possession, on board his boat in harbour, of 29 jars of dutiable Chinese wine, the duty payable on which was \$104. The defendant was fined \$400, or, in default, three months' hard labour. There was a second charge of wilfully breaking, spilling and allowing to run to waste, six other jars of the wine. This charge failed principally because the prosecution could not prove that damage was wilfully done to the jars in question. Mr. C. A. S. Russ was for the defence.

PASSENGER LIST.

ARRIVALS.

Passengers arrived by the P. & O. s.s. "Delta" from Bombay to-day were:-

Mr. M. Yamashita, Mr. J. S. Nicolson, Mr. Li Wai-cho, Mr. H. Tiertdas, Mr. K. H. Shroff, Rev. and Mrs. P. Browning, Mr. H. P. Rogers, Mr. Y. Yamaoka, Mr. R. Fujitawa, Mr. H. Masuzaki, Mr. C. W. Cumming, Mr. and Mrs. W. Smith, Mr. F. Kulka, Mr. and Mrs. A. K. Rhoden, Miss I. Warbrick, Lieut. T. H. Hill-Walker, Miss A. Cummins, Mr. G. P. Murphy, Mr. R. Kingshaw, Mr. L. Elford, Mr. H. F. Lee, Mr. P. W. Skinner, Mr. A. P. Pehrsson, Dr. K. Howard, Mr. R. T. Udvardia, Mr. N. B. Makujee, Maj. B. J. Bowley, Mr. S. Moole, Mr. R. Gow, Miss H. Bartel, Miss S. Kazanubova, Miss V. Gluschenko, Miss U. Wood, Capt. and Mrs. C. Ulbrich, Mr. and Mrs. Rector, Mr. and Mrs. G. A. Anderson, Rev. and Mrs. W. Canner, Mr. W. H. Taylor, Mrs. E. R. Dent, Mr. A. J. Campbell, Mr. R. M. Wolfenden, Mr. F. C. Hudson, Mr. W. D. Cashell, Mr. W. L. Johnson, Mr. J. R. Flanely, Mr. P. G. Rynd, Mr. C. S. Hayley, Mr. A. Ballantyne, Rev. S. K. Fukushima, Mr. N. Vicunia.

DEPARTURES.

Passengers left Hong Kong by the "Empress of Russia" on May 9 were:-

Mr. V. Awad, Mrs. D. Armstrong, Miss A. Bellido, Mr. W. H. Beatty, Mr. and Mrs. R. B. Beattie, Mr. E. Beattie, Miss A. Beattie, Mr. G. Barker, Mr. O. Bloch, Mr. C. M. G. Burnie, Mrs. B. D. F. Belth, Mr. W. Brown, Mr. J. H. Boyleam, Mr. J. Bennett, Mr. J. H. Bottomley, Mr. W. L. Bramwell, Mr. and Mrs. W. J. Brown, Dr. D. G. Beebe, Mr. and Mrs. D. P. Baxger, Mr. and Mrs. D. W. Barren, Miss Mary Cornwall, Mr. C. E. Collinge, Mrs. W. W. Cole, Mr. D. E. Calver, Mrs. J. J. Cameron, Miss S. Castilan, Miss M. Christensen, Mr. and Mrs. W. T. Corwin, Mr. T. L. Corwin, H.E. Sir Cecil Clementi, K.C.M.G., and Lady Clementi and family, Mr. and Mrs. F. W. Cowan, Miss V. Dieck, Mr. F. Duval, Mr. J. P. Derack, Mr. F. C. Delpy, Mr. W. F. Dick, Mr. and Mrs. E. J. Dickson, Miss E. Dickson, Miss M. Doty, Mr. M. W. Duncan, Mr. M. E. Durand, Miss E. Dart, Mr. and Mrs. F. C. Ebbels, Miss K. Ebbels, Miss H. Ebbels, Maj. and Mrs. G. F. Evans, Mrs. H. V. Friedle, Mr. K. Fukikawa, Mr. S. Fujisaki, Mr. J. Ferguson, Miss S. Foronda, Mr. A. Franklin, Mrs. M. W. Fairfield, Mr. G. Gaston, Mr. and Mrs. E. B. Goss, Mr. G. Goss, Mr. and Mrs. P. W. Greene, Miss N. Greene, Mr. J. Greene, Mr. R. O. Hanson, Mrs. E. M. Harris, Mr. R. B. Henley, Mr. H. M. Hollenbeck, Mr. and Mrs. W. L. Harvey, Mr. G. C. Jorge, Mr. L. Jamora, Mrs. J. J. Kozersky, Miss K. Kozersky, Mrs. F. C. Kipple, Mr. C. H. Libbery, Miss C. E. Ledger, Mr. H. Maoyama, Mr. and Mrs. J. D. MacLeod, Mr. A. Morris, Miss M. J. McMinn, Eng. Com. H. G. Marshall, R.N., Miss J. S. Merwin, Mr. P. Morgan, Mrs. S. A. Murray, Mr. and Mrs. A. J. Macmillan, Miss V. M. Macdonald, Sir Victor Mackenzie, Mr. R. E. Manly, Capt. O. H. Mitchell, Mr. and Mrs. Nagatomi, Mrs. N. B. Nishimura, Mr. T. Namikawa, Mrs. W. A. Nowers, Mr. J. R. Nowers, Mr. and Mrs. E. E. Noble, Mr. S. de Ossa, Mr. R. de Ossa, Mr. E. W. Oliver, Mrs. T. I. Onagan, Mr. V. Pokardas, Mr. V. G. Plymire, Mr. A. E. Phillips, Mr. F. Plougher, Miss Salome Radner, Mr. R. E. Roxburgh, Mr. H. W. Robertson, Mrs. Allen Rogers, Mr. H. W. Rogers, Mr. H. W. Raper, Mr. Pedro S. Sanchez, Mrs. P. M. Silva, Mr. S. Silva, Mr. and Mrs. L. Stansfield, Mr. Y. Sakiguchi, Mr. and Mrs. F. Sharpe, Rev. A. B. Sarda, Mr. and Mrs. W. Statham, Mr. E. C. Stand, Mr. and Mrs. W. C. Schmidt, Miss E. Talmer, Mr. D.

PLUCKY ACTION.

EUROPEAN'S PROMPTITUDE
SAVES LITTLE GIRL.

JUST IN TIME.

Thanks to the plucky action of Mr. R. E. Stott, of the Hong Kong and Shanghai Hotels, a small Chinese child was saved from drowning on Tuesday afternoon. The child fell overboard from her father's sampan which was in the neighbourhood of the s.s. "President Jefferson." Mr. Stott, who was on board one of the Hotel launches, jumped into the water fully clothed, and reached the child just in time. The child was taken back the sampan where she came round as the result of artificial respiration applied by Mr. Stott.

WARSHIPS IN PORT.

Warships in port this morning were as follows:-

North wall basin: Wild Swan, Keppel; East wall basin: Moth, L.S. L27, St. Brock; North arm of Dockyard: Wanderer, Witherington, Weyern, Verity; West wall Dock: Berwick; in Dockyard: Tarantula, Franco, B.P.T.; No. 2 buoy: Wishart; No. 3 buoy: Wolverine; No. 4 buoy: Veteran; No. 8 buoy: Titania, L20, L33; No. 10 buoy: Thracian, Sepoy; No. 12 buoy: Marazion; No. 18 buoy: L15, L19; No. 19 buoy: Ruthenia; No. 19 buoy: Somme; No. 20 buoy: Belgol; No. 25 buoy: Kharkil.

Foreign warships:—French, Vigilante; Portuguese, Patria; American: Sacramento (at No. 11 buoy).

MOVEMENT OF STEAMERS.

The motor vessel "Japanese Prince" from New York sailed from Shanghai yesterday, and is expected to arrive here this afternoon.

The P. & O. s.s. "Kashgar" left Shanghai for this port on May 8 due here to-morrow at about 7 a.m. at 4 p.m. with the Maills, and is due here on May 11 at about 7 a.m.

The Ben Line s.s. "Bencleuch" from Middlesbrough, Antwerp, London and Straits is due to arrive here to-morrow.

The C.P.S. R.M.S. "Empress of Asia" arrived at Kobe yesterday at 3 p.m., leaves Kobe to-day at 5 a.m., and is due at Nagasaki to-morrow at 5 a.m.

The P. & O. s.s. "Novara" left Singapore for this port on May 6 at 4 p.m. with the outward English Mails, and is due here on May 12 at about 6 a.m.

The C.P.S. R.M.S. "Empress of Asia" left Vancouver for Hong Kong via Japan ports and Shanghai, on April 27 and is due here on May 14.

The C.P.S. R.M.S. "Empress of Asia" arrived at Yokohama on May 8 left Yokohama on the same day at 5 p.m., and is due at Hong Kong on May 15 in the afternoon. She will sail for Manila on May 16 at 5 p.m.

The Swedish East Asiatic Co. M.V. "Rankine" left Hamburg on April 14 and is due here on or about May 25.

CONSIGNEES' NOTICE.

Consignees of Cargo ex m.v. "Malaya" are reminded to take delivery of their goods which will be subject to rent after May 15.



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Pres. Cleveland June 5th	Pres. Lincoln May 29th
Pres. Pierce June 19th	Pres. Madison June 12th
Pres. Taft July 3rd	Pres. Jackson June 26th

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Pres. Van Buren June 3rd 8 a.m.	Pres. Adams July 15th 8 a.m.
Pres. Hayes June 17th 8 a.m.	Pres. Madison July 29th 8 a.m.

To Manila

Pres. Grant May 12th 6 p.m.	Pres. Cleveland May 26th 6 p.m.
Pres. Wilson May 20th 6 a.m.	Pres. Van Buren June 3rd 8 a.m.
Pres. Lincoln May 22nd 6 p.m.	Pres. Madison June 5th 6 p.m.

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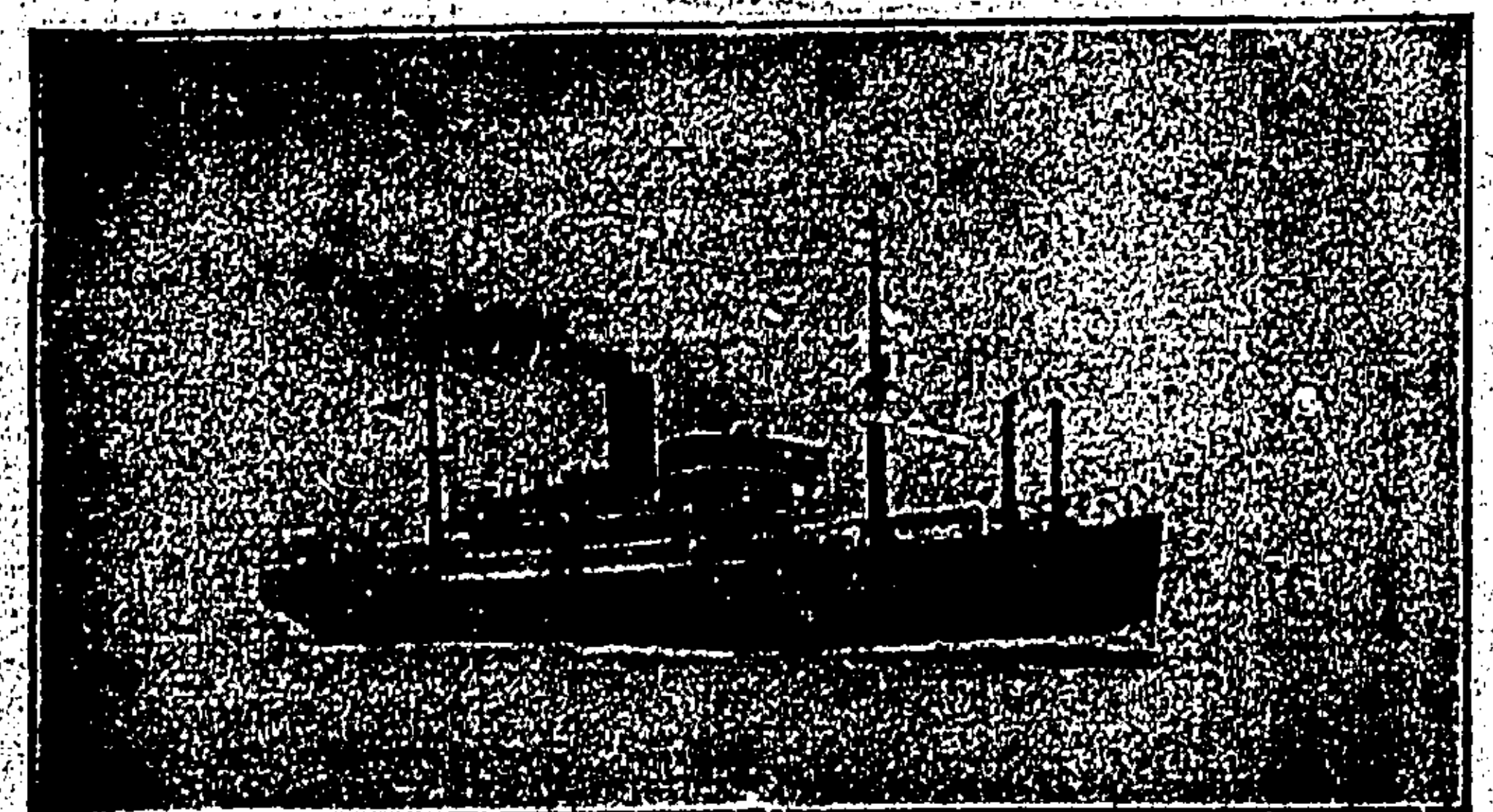
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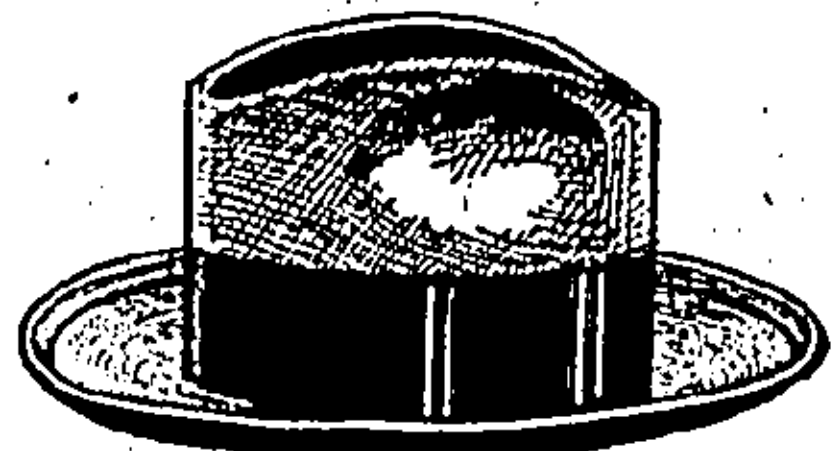
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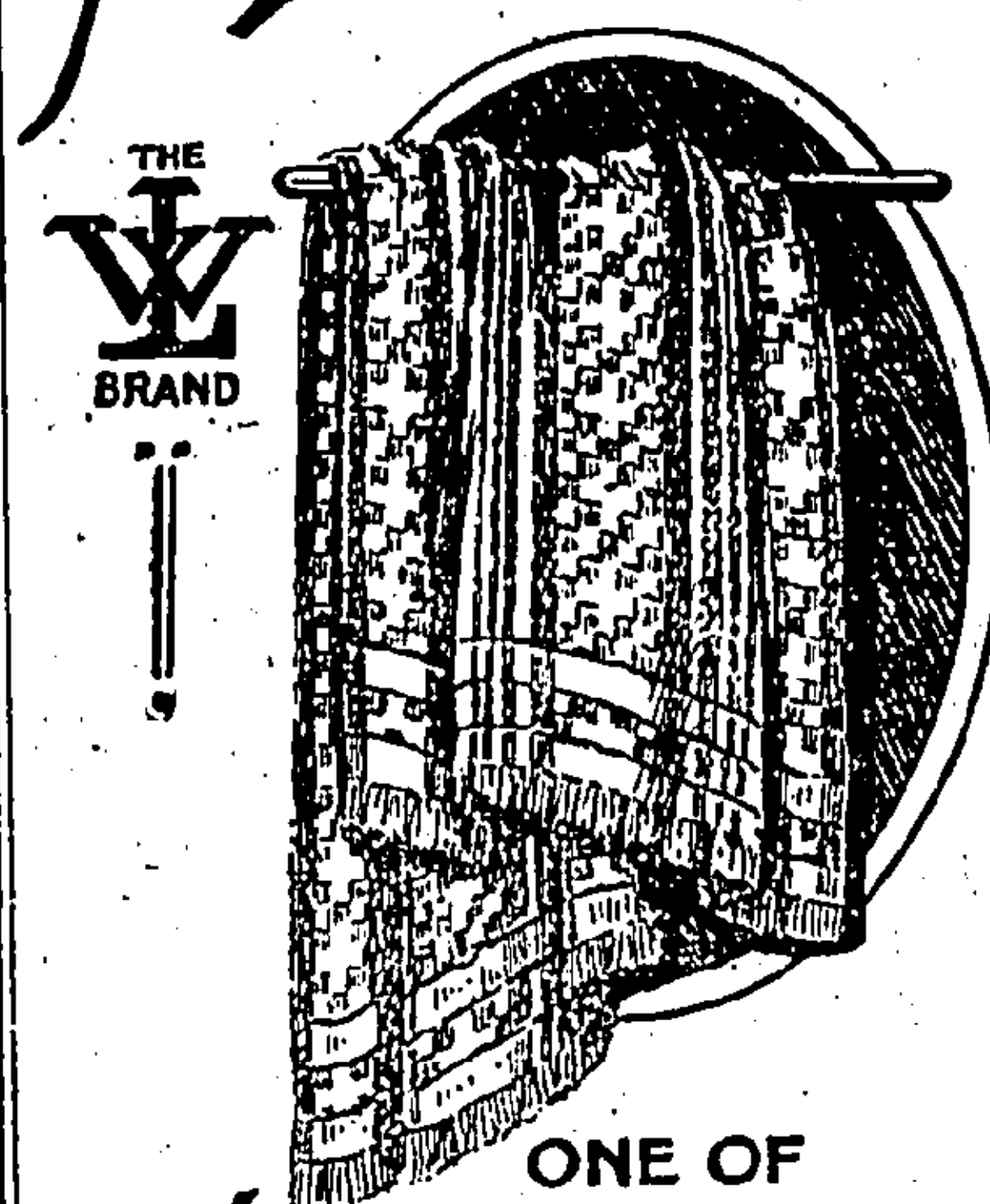
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Hong Kong, Thursday, May 10, 1928.

MORE BALKAN BICKERINGS.

If Belgium, as many believe, is rightly termed the cockpit of Europe, the Balkans, with its incessant ferment, may well be described as the fertile source of infinite mischief that rarely fails to lead to something very much worse. So it has long been for centuries past and so it was, when at some insignificant spot in the Serbia of the time, a distressing tragedy led to an even more appalling catastrophe—the Great War itself. That was in 1914 when an Austrian archduke and his duchess were assassinated by a hot-headed student who instead of foolishly imagining that in committing such a hideous crime he was revenging some one or more of his countrymen's fanciful grievances against their big neighbour, Austria-Hungary, would have been better employed at his studies. The comparatively insignificant States of the Balkans seem to be populated by peoples who delight in dwelling upon so-called grievances until a state of affairs is reached that the slightest spark leads to a conflagration. So has it been time and time again in Serbia, Rumania, Albania; so was it when Montenegro was a State before it was wiped off the map after the

War; so has it been very frequently even in Greece. All of these countries seem to be cursed with a heritage that causes them to be, more or less, in incessant ferment. The bickerings of the Balkans have long been proverbial and they bid fair to go down the ages unimpeded and carrying in their train disaster of one kind or another.

At the present moment we have Rumania in one of its periodical upheavals, but as to what is actually taking place or has taken place during the past few days or weeks to justify the sensational news being flashed broadcast throughout the world regarding the precious Prince Carol it is very difficult to state. Obviously the censor has been very rigorous with regard to Rumania. Equally obvious is it that something very dramatic must have happened to justify the royal exile to think of returning to Bukharest so dramatically after having given his solemn promise that he would refrain from touching Rumanian soil for at least ten years or only at the express invitation of the Rumanian Government. To-day, it would seem, princes' promises are, as evidently they were in Shakespeare's time, "writ in sand."

It may be regarded as certain that an individual of the type of ex-Crown Prince Carol, who disappointed not only his royal parents' advisers but even more terribly disappointed his unfortunate parents by reason of his erratic conduct, is not now going to Bukharest except at the behest of political schemers who are using him merely as a cat's paw for their own selfish ends.

So far as the world generally is concerned as to Rumania's rumblings or the Balkans' bickerings these petty States might go on wrangling until they managed to annihilate one another. But the serious part of this Balkan business is that France, so far as Rumania is concerned, is pledged to help her protégé in times of trouble, Italy to succour Albania and no doubt some of the other of the bigger States to champion Yugo-Slavia. Thus is the bonfire speedily set ablaze. Ordinary commonsense and dis-

cretion would appear to point to the best policy being entirely one of neutrality; but that policy seems to be the least attractive to European Chancellors, and so the shadow of a great war is for ever hovering over the petty deeds of the petty Balkan States.

Chang's Decision.

The announcement that Marshal Chang Tso-lin has decided to withdraw from the capital to his Mukden stronghold will surprise few. The open clash between the Southerners and the Japanese, of course, has a bearing on the decision, but as we suggested when the civil war was in full force, the Northern warlord was likely to make such a move at any time. The charms of Peking, it may be surmised, hold no attractions for Chang, and he has long realised its worthlessness as a contact-point with world diplomacy. On the other side of the Wall he has a vast area which, in the course of years, he has consolidated; he has a vast army and also numerous warlike resources. On the face of things there seems no reason why he should not withdraw and allow the other side to "stew in their own juice." Whether the amalgamation will follow between the forces of North and South is another matter. Ourself, we suspect not. The Nationalists all along the line have been the aggressors, and if foreign intervention has stopped their ambitions of conquest, that is their own affair. We do not think that Chang Tso-lin minds the Japanese or any other Power maintaining order in Shantung. Through a number of years he has been dealing with foreigners and he is fully alive to the consequences of Japanese domination in territories very near his own. With those of the old Canton crowd who rule the Shanghai and Yangtze scourgings constituting the Nationalist army it is different. They have yet to learn that anti-foreignism is neither a paying game for themselves nor China.

RECORD HAUL?

ARMS SEIZURE AT ABERDEEN.
SMART CHINESE.

What is believed to be a record seizure of contraband arms and ammunition was made by a Chinese detective who was on duty on the waterfront at Aberdeen this morning.

A sampan was entering Aberdeen harbour, coming from the direction of Samwan, when it suddenly stopped on its course and then turned as if with the intention of sailing out of the harbour again.

The detective called out to the sampan to come in shore but no notice was taken of his order. He accordingly commandeered a small boat from the foreshore and rowed out into the harbour in pursuit of the sampan, which was overtaken after a long chase.

On board the sampan was a solitary boatman. The detective searched the craft and in the hold discovered eight baskets containing a large quantity of arms and ammunition. He arrested the woman and took her and the contraband to the Aberdeen Police Station, where Sergeant Hopkin took charge of the haul.

Up to a late hour this morning it was impossible to ascertain for nature and quantity of the arms and ammunition found on the sampan. It is understood that the haul was so large that it would take the whole morning to sort out and count the contraband.

JOLLY GATHERING.

MESSRS. BLUNDELL & WHYTE RECEIVE ROUSING SEND-OFF.

PARTING GIFTS.

Mr. B. Blundell and Mr. S. Whyte, both of the C.E. Department of the Royal Naval Dockyard, who are proceeding home on transfer on Saturday, were the "guests of honour" at the Dockyard Recreation Club last evening, when nearly forty members of the Club assembled to bid farewell and present parting gifts to the two popular departing members. The gifts, which took the form of inscribed gold watches, were handed over by Mr. Saint, chief of the C.E. Department. Afterwards both he and Mr. Sayer paid warm tributes to the good fellowship of their departing colleagues, whom they were all sorry to lose. They wished Messrs. Blundell and Whyte bon voyage and good luck in their new spheres of activity, and hoped that the watches would serve to remind them of friends in Hong Kong. "Auld Lang Syne" was sung and cheers given before the gathering dispersed.

SASSOON HOUSE.

Shanghai's New Palatial Hotel.

SIR V. SASSOON'S VIEWS.

Management Aim At A "Claridge's" Of The Far East.

The arrival in Shanghai from India of so distinguished a visitor as Sir Victor Sassoon draws public attention to final plans regarding the new Sassoon House, shortly to lend its architectural beauty and modern facilities to the Bund at the corner of Nanking-road, says the "N. C. Daily News."

Sir Victor arrived on the steamer "Athos," and will remain in Shanghai for approximately one month, when he will come to Hong Kong, about June 1, for a fortnight before returning to India.

His impressions about Shanghai, which are a matter of considerable interest owing to the exceptional opportunities which he has had for making comparisons with business conditions in Shanghai at present and in years past, are sufficient to convince the most pessimistic that the future of Shanghai is a glowing one.

Symptoms of Recuperation.

The most noticeable element about the present situation, Sir Victor told a representative of the "North-China Daily News," was the fact that, although the fashion at present was to be "parsimonious" and to enjoy a quiet evening at home instead of the inevitable champagne parties of six years ago, there were no signs of trade depression in Shanghai.

Business, almost without exception, was picking up, he said, and the attitude of retrenchment was simply the healthy symptom of recuperation.

Another telling feature of the present time was to be found in the fact that all Shanghai banks had considerable surplus funds on hand. Possibly, Sir Victor pointed out, this was simply the result of an influx of silver, as well as of people, from all parts of China, and possibly the owners of the silver were only awaiting the time when, in safety, it could be taken elsewhere. But the reaction had been the same as though it had come into Shanghai in other circumstances, namely, that the banks had plenty of money to lend.

Pessimism a Sentimental Pose.

Pessimism about the situation was largely a sentimental pose, Sir Victor thought. Undoubtedly the sad plight of rubber at the moment was largely responsible for whatever pessimism existed. A thousand individuals whose rubber dreams had vanished into thin mist could diffuse a considerable amount of this pessimism, and Shanghai was a place closely bound up with the rubber market. On the other hand, however, the real assets of Shanghai, those having nothing to do with the price of rubber shares, told quite a different story.

Land values were up—discounting all fluctuations of the exchange—higher than they were on Sir Victor's last visit two years ago. There was a great deal of Chinese capital about, and Chinese opinion was undoubtedly on the side of investing this in paying foreign concerns. In Sir Victor's opinion the whole reaction was one towards foreign and Chinese co-operation to the benefit of both in commercial circles. All these things accounted for the continued interest in building, which in proportion as Shanghai remained a safe place would be an inevitable development.

The New Hotel.

Coming down to comments on the Sassoon House, in which offices would be available for next autumn, Sir Victor said that it had now been definitely decided that the upper part of the building would be utilised as a hotel. The plans were being carried out to have the Bund entrance of the building for the hotel, a handsome loggia and stairway indicating this, as well as a lounge beyond. Another lounge would be on the Jinkee-road side of the building, it was pointed out, with an entrance also from Nanking-road where all the customary facilities for an eleven o'clock cup of coffee, etc., would be available for the public.

The first and second floors would be let as offices, chiefly to legal firms, doctors, dentists and other professional men, and the whole of the third floor would be offices of Messrs. E. D. Sassoon & Co., Ltd., and their associate firm, Arnold & Co., Ltd., with the exception of an extensive suite of offices which would be occupied by Messrs. Hansons, solicitors.

The Management's Aims.

The front part of the fourth floor had been let to the American Women's Club and was being laid out as club premises with accommodation included for residence, and the remainder of the

fourth floor, together with the fifth, sixth and seventh floors would consist of luxurious bedrooms and suites of what the management aimed at making the "Claridges" of the Far East. An additional large lounge set back from the main line of the building on the Nanking-road frontage, the eighth floor on that side, was included in the hotel accommodation, as was, on the Jinkee-road side, similarly set back a billiard room and other rooms for the hotel residents and guests.

In the base of the tower, on the ninth floor, would be a luxurious a la carte dining room, while above would be a private banquet room. A number of private dining rooms immediately below the tower would make attractive features on the 11th floor, overlooking the river and in the tower itself a fire brigade watchman would keep a lookout for fires throughout Shanghai, this elevation providing, not only a beautiful view for miles around, but an interesting new Municipal development.

New Hotel Company.

The part of the premises comprising the hotel was to be leased by the owners to a new company to be formed under the title of Cathay Hotel, Ltd., and the 13-storey building now being erected by the Cathay Land Co., at the corner of Rue Bourgeat and Cardinal Mercier, opposite the French Club, which will have 300 rooms will also be under the same direction. The amenities of a high class residential hotel would be provided in both.

It is expected that the latter, which will be ready for occupation about the end of this year, will be known as Cathay Mansions, while the hotel on the Bund will be known as the Cathay Hotel and will probably be ready about the same time or early in 1929.

In conclusion, attention was drawn to the arcade facilities of the new building on the Bund, most of the shop space along the Nanking-road frontage as well as shops in the arcades. Having already been leased, although the building is only just beginning to take shape inside.

"MALARIA EVIL."

DR. T. W. WARE'S EXPOSITION OF THE SCOURGE.

INFORMATIVE LECTURE.

The second part of an interesting and instructive lecture on "Malaria Evil" was given in the Main Hall of the Chinese Y.M.C.A., Bridge-street, by Dr. T. W. Ware, of the Government Medical Department, last evening.

The first half of the lecture, given last week, dealt with the history and distribution of malaria, and with the fight against it in various parts of the world, the major part of which work naturally falls upon the Governments concerned.

Last evening Dr. Ware spoke of the diseases caused by the bites of insects, the most dangerous of which are malarious. The lecturer also referred to the physical and economic effects of malaria.

Dr. Ware illustrated his lecture with a number of diagrams and pictures, with the aid of which he showed how we may co-operate efficiently in the fight against malaria and protect ourselves from the disease. The breeding places of the mosquito was fully dealt with by the lecturer. These places vary very much, but always water, and most frequently stagnant water is present. These breeding places might be on the banks of slow-moving streams, small pools amongst rocks, untrained nullahs, etc. There is also a group of breeding places which might be regarded as domestic, such as water tanks on roofs of houses, empty fruit cans, fire buckets, flower pots, vases, etc.

The lecturer spoke in clear, non-technical terms, and his discourse was much appreciated. Dr. Ware's remarks were interpreted into Chinese by Mr. Chak Tai-kwong, the leader of the Y.M.C.A. Unit of the St. John Ambulance.

DO YOU KNOW?

To-day's List of Little Posers.

From day to day in the "China Mail" appear half a dozen questions of a general nature, for which acknowledgment is due to the "Daily Sketch." Answers will be found on page 9 of this issue.

(1) Who dreamed of a ladder which seemed to reach from earth to heaven?

(2) What are the first five books of the New Testament?

(3) How many plagues were visited upon Egypt before Pharaoh allowed the Israelites to depart?

(4) Where is the Bridge of Sighs?

(5) Whose sons were named Shem, Ham and Japheth?

(6) What was the name of Othello's wife?

IN ACTION.

(Continued from Page 1.)

Council of War.

While Reuter says that the Northerners (according to well-informed opinion) will withdraw from China Proper back into Manchuria, without fighting, and Marshal Chang Tso-lin has sent out a circular telegram announcing his orders to his men to suspend hostilities, a British Naval wireless message brings news which points to resumption of the civil war as being possible.

It is learned that a council of war was held at Peking. "It was decided to fight and retreat to Manchuria," the despatch continues. This may mean that the Northerners are still preparing to resist the Southerners, but have reconciled themselves to giving up Peking.

Endeavouring to Reorganise. The despatch adds:—The Northern armies are endeavouring to reorganise in the vicinity of Tientsin, near the Chihli-Shantung frontier, where Chang Tso-lin had intended to erect a defence line.

In the event of further Southern advances, it is considered likely that Chang Tso-lin may withdraw to Manchuria, but immediate advances by the Southerners are complicated by the Chinese-Japanese situation at Tientsin.

AT SHANGHAI.

Settlement & Chinese Firm Attitude.

Shanghai, Yesterday. Trouble was apprehended in Shanghai because to-day is National Humiliation Day, commemorating the historical Japanese Twenty-One Demands but the day passed quietly both in the International Settlement and in Chinese territory owing to the firmness of the authorities in prohibiting processions and demonstrations.—Reuter.

Outbreaks Unlikely.

Shanghai, Yesterday. The attitude of the local Chinese authorities indicates that anti-Japanese outbreaks in Chinese territory are unlikely to occur. The situation remains quiet.—British Naval Wireless.

Leaving Lower Yangtze. Another Naval report says that Japanese are leaving ports on the lower course of the Yangtze River.

RAILWAY CLEAR.

Result of the Fighting on Tuesday.

Peking, Yesterday. The latest news from Tientsin indicates that the fighting on Tuesday was not so serious as was believed at first. It was mostly in the nature of skirmishes, though both sides at times used artillery.

The Japanese state that the disorders in Tientsin and along the Shantung Railway continue. The Japanese troops are still active clearing Chinese soldiers out of the zone within 20 li (6 miles) on either side of the railway.—Reuter.

Resuming Service.

Tsingtao, Yesterday. The Japanese troops have cleared the Shantung Railway of disturbing elements and passenger service will be resumed.—Reuter.

Foreigners Who Left.

Peking, Yesterday. The foreigners who left Tientsin by train yesterday comprised seventeen Americans, four British, one French, one Italian and several Germans.—Reuter.

The Expeditionary Force.

Tokyo, Yesterday. The Emperor has sanctioned the despatch of the 3rd Nagoya division to Tsingtao, bringing up the Shantung forces to approximately 26,000.—Reuter.

A Naval report says that the Japanese Government sought the Emperor's approval to send the 3rd Nagoya division at war strength to Shantung.

"Till Danger Passes."

Tokyo, Yesterday. The Government has issued a statement explaining the reasons for the further despatch of troops to Shantung. It is virtually the same as the Foreign Office explanation to the Press. It emphasises that the troops will be withdrawn as soon as the danger has passed; also that the despatch of warships to the Yangtze River and South China is purely a precautionary measure.—Reuter.

OTHER PLACES.

Cruisers to Shanghai, Destroyers to the South.

Tokyo, Yesterday. The Navy has decided that the cruisers "Abukuma" and "Jintzu" be sent to Shanghai.—Reuter.

A Shanghai Incident.

Shanghai, Yesterday. Symptomatic of the tenacity of feeling, 40 Japanese marines, erecting sandbag barricades at Toyoda cotton mill, Jessfield, just

outside the International Settlement, were fired on by Chinese across a creek. The Japanese replied, dispersing the mob. No casualties have been reported.

Four Japanese destroyers arrived this morning.—Reuter.

Five Infantry Companies.

Tokyo, Yesterday. Five companies of Japanese infantry have been ordered to proceed immediately to Tientsin.—Reuter.

Tientsin Aerodrome.

Peking, Yesterday. The Peking Foreign Ministry has protested to the Japanese Minister at the action of the Japanese military in laying out a temporary aerodrome on the outskirts of Tientsin.—Reuter.

Destroyers For South China.

Tokyo, Yesterday. Seven Japanese destroyers left on Tuesday evening for Canton, Amoy and Foochow, and four others are expected to leave for South China shortly.—Reuter.

CHANG TSO-LIN.

What Is His Attitude at the Moment?

Peking, Yesterday. The families of many Peking officials are leaving for Manchuria daily. Well-informed persons are of the opinion that Marshal Chang Tso-lin will withdraw to Mukden without fighting, thus keeping the Northern forces intact and leaving the Nationalists to handle the Japanese embarrassment and possible disturbances arising in connection with it.—Reuter.

Northerners Disagreed.

Peking, Yesterday. General Yang Yu-ting (Chief-of-Staff) arrived in Peking today. It is believed that the object of his visit is to discuss the northern attitude in view of the Tientsin incidents.

It is understood that Northern opinion is very divided, some advocating a withdrawal to Manchuria in order to allow the South to settle its difficulties with Japan, others urging that it is time to counter-attack.

According to some reports the Northerners are again advancing southwards from Shunche.—Reuter.

Co-operation Mooted.

Peking, Yesterday. It is reported that after a conference with General Yang Yu-ting and the "Young General," Chang Hsueh-liang, Marshal Chang Tso-lin has decided to issue a circular telegram throughout China announcing the temporary cessation of civil war in view of the critical international situation in Shantung. It is understood that the telegram will suggest that the North and South co-operate in getting a settlement of the Tientsin affair. It is expected that the telegram will be issued to-night.—Reuter.

PRESS VIEWS.

What the Japanese Newspapers Are Saying.

Osaka, Yesterday. The newspapers here are alive with reports of animation in the military division headquarters, of the despatch of telegraph, railway and flying contingents, the requisitioning of ships for the transportation of troops and supplies and the movements of cruisers and destroyers which will shortly go to the Yangtze River.

Despite the publication of gruesome stories of the massacres of Japanese civilians at Tientsin, Chinese residents at Kobe and Osaka remain absolutely safe and unmolested.

Business men in Osaka, who previously opposed anything which might be called Japanese imperialism in China, now recognised that military occupation is necessary until all foolishness has stopped and the safety of Japanese residents, ensured by Treaty rights, duly respected. They are perfectly prepared to suffer loss of business with China meanwhile.—Reuter.

Earliest Withdrawal.

Tokyo, Yesterday. Though the Japanese Press refrains from definitely censuring the decision to despatch the 3rd (Nagoya) division to Shantung, general fear is expressed lest Chinese-Japanese relations will be further inflamed and it is hoped the troops will be withdrawn as soon as possible.

The "Nichi Nichi" regrets that the Government has only a military policy towards China and lacks a "diplomatic policy," and warns the Government to beware of aggravating the situation.

The "Kokumin" expresses similar misgivings, especially fears of the possibility of trouble in South China.

Japan's Motives.

The Foreign Office has explained to the Press that the troops have been sent to Shantung expressly for the protection of the lives and property of Japanese nationals. There was no intention of occupying the territory and taking over the Shantung Railway. It is expected that a guard will protect the railway, but the Chinese will be still in control. It is confidently expected the troops

CINEMA NOTES.

"THE GARDEN OF EDEN" AT QUEEN'S.

SCENES IN COLOUR.

Beautiful Corinne Griffith has the leading part in a picture with an intriguing title "The Garden of Eden," the lavish screen version of the big German stage success, which comes to the Queen's Theatre to-day. "The Garden of Eden" has a touch of symbolism, as the title would indicate, but essentially it is a thoroughly modern tale dealing with the adventures of a little entertainer at a Budapest cabaret. Almost all the action of the picture takes place in Budapest and Monte Carlo, and it is in the great gaming resort, where she poses as the daughter of a baroness that the girl finds her first and only love. Dramatic events on the eve of the wedding give a sensational climax to a thoroughly interesting and amusing picture. Produced by Lewis Milestone, who also directed "Two Arabian Knights," the picture is Corinne Griffith's first United Artists production, and it is notable for some beautiful colour scenes. The large supporting cast includes such well known names as Louise Dresser, Lowell Sherman and Charles Ray.

AERIAL WARFARE THRILLS.

Written by Ralph Blanchard, who saw active service as an officer in the British Air Force during the war, "The Lone Eagle," has been transferred to the screen and will be the chief attraction at the World Theatre from to-day to Saturday. The picture is an intensely dramatic account of the perils faced by fighting airmen, and through it is woven a tender love theme. Raymond Keane appears as a youthful flying officer of the British Air Force who braves every peril for his country and for love. Barbara Kent, whose recent performance in "Flesh and the Devil," awakened considerable praise, is the sweet and vivacious French girl whose love spurs the airman to deeds of courage. The picture is sprinkled with delightful comedy supplied by Nigel Barrie and Marcella Daly, under the capable direction of Emory Johnson. The climax, a battle in the air between entire squadrons, is highly thrilling and sensational.

FUN IN PARIS.

"Three Weeks in Paris," an entertaining new picture starring Matt Moore, Dorothy Devore and Willard Louis, and supported by a strong cast, is the main attraction at the Star Theatre from to-day to Saturday. The story concerns a young married couple who are separated, the husband having to make a trip on business to Paris. There he meets a friend and the two see more of the gay side of that city than is good for them. They become involved in a duel and are sent to goal. Their sentence served, the pair attempt to return home by means of a forged passport which only lands them into further trouble. How the pair finally manage to get home and what occurs when they do, provide the many laughs with which the picture abounds. The remainder of the cast includes Gayne Whitman, John Patrick and Nora Cecil.

will be withdrawn as soon as the danger passes.

No Obstruction.

It is denied that the Japanese troops entered Tientsin for the purpose of impeding the Southerners, and it is pointed out that the Nationalists have already reported they are proceeding northward unobstructed.

It is expected that the negotiations for a settlement of the Chinese-Japanese difficulties will probably be held at Nanking. Japan is at present preparing an official statement for publication abroad which will probably be available this afternoon.—Reuter.

Redress Unobtainable.

London, Yesterday. The newspapers are splashing the news of the latest events in China and dwell with gravity on the information regarding the renewed fighting in Tientsin.

The "Manchester Guardian" says that the Japanese Government is apparently about to follow the belligerent policy from which Britain shrank after the Nanking outrages. If Japan occupies Tientsin and the most of Shantung province until she obtains satisfaction and redress, she is likely to stay there indefinitely. Satisfaction and redress are really unobtainable. One might as well demand apologies for an earthquake.

It is of the opinion that such occupation is likely to be disastrous, more particularly perhaps to Japan, also to the general relationship between China and the Powers.—Reuter.

"TRAGIC WIVES."

REMARKABLE ARTICLE IN LONDON PAPER.

SINGAPORE!

The London "Daily Express" has the following article from Singapore signed with the initials "W. S. L. B."—

Singapore is a city of tragic wives. There are thousands of us, pale and bored, dressed in monotonous white "wash dresses," fretting away an exile's life in the hottest city in the British Empire.

You may see us in the early morning, before the spot-light of the sun reveals the glaring buildings in a shadowless dazzle, listlessly poking through the shops.

Depressing Parties. The wives of Singapore find no thrill in shopping. We gather at noon in restaurants, in hotels, to hold depressing "pahit parties." A number of us try to drink away ennui with gin and bitters. Then comes a hot, stifling sleep beneath a suffocating mosquito net.

At night we dance, sometimes with young bachelors "fresh from home" who still retain their northern vigour and insouciance. We play feverish bridge for heavy stakes or motor out through the unchanging and merciless rubber plantations with the sickly odour of latex and acid hanging in the still night air.

One day roll into another. Heat, pahits, and gossip. The tragedy of the Singapore wife is that she has nothing, absolutely nothing, to do. Housework and bringing up children are unheard of where boys can be hired for £1 a week and ayahs (nurses) for less.

Junction of Commerce. And yet of all the cities in the Far East Singapore is the most blessed. While civil war rages round Shanghai and Peking, while Hong Kong echoes with the murderous atrocities of Canton, Singapore, a great junction of all Eastern commerce, and the mouth of the greatest river of rubber in the world, is thriving.

Stately buildings are rising along the water front. New hotels are projected. Harbour development grows apace. The "roads" are packed with the greatest maze of shipping in the Far East.

The men, in their crinkly white suits and topees, are busy making and unmaking fortunes. No men in the East are as prosperous and busy as the Singapore men.

But the Singapore wives—they are forgotten.

Almost every day a liner slips into port and disgorges several hundred perspiring travellers. They flock to the hotels—most of them thrilled with mythical Eastern glamour—and fill the halls with the buzz of their talk.

In the background, in wicker chairs, just looking on, are the Singapore wives. Here at Raffles, in the Europe or the Adelphi, they find an "atmosphere," real or unreal, that they breathe into their suffocated souls.

It is easy to distinguish them. Just a trace of shadow beneath the eyes, a mouth a trifle hardened, those tiny tired wrinkles that the sun soon brings, and a dull tan pallor.

Return to the Old Life.

Young "first contract" men, "griffins" they are called, are their prey. A synthetic return to the "old life," funny stories, interested conversation, attention—the Singapore wives find these in the companionship of young un-entertained men.

Perhaps, this, too, is another tragedy—for the young men. Annually a regular quota are "sent home" for living beyond their means.

Singapore is a Chinese puzzle of marital tangles famed throughout other cities in the East.

On the other hand, it is a city of beautiful homes, great broad boulevards, exquisite gardens—an architectural model of domestic peace.

First and Last Scene.

The town is scattered along the low sandy shores of the island, and from the sea can be seen the smoke clouds of rubber mills at work night and day.

Banks, shipping, buildings, hotels and the magnificent new post office tower along the seashore. Inside the "breakwater" that stretches along the front are hundreds of small ships.

The first thing you will notice on arrival at Singapore, and the last you will forget, are the haunting eyes of Singapore wives.

YOUNG LADY BITTEN.

A black and white terrier dog belonging to Mr. Rodrigues, of St. Joseph's Villa, has been removed to Kennedy-town for observation as the result of biting a young Portuguese lady on Saturday. The lady, Miss E. V. Y. Silva, of St. Joseph's building, was injured in the right leg and received medical attention from Dr. Souza.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "The Garden of Eden."

To-day—World Theatre; "Lone Eagle."

To-day—Star Theatre; "Three Weeks in Paris."

To-day—Dance, Cheer 'O Y.M.C.A., at 7.30 p.m.

May 12—Dance, Cheer 'O Y.M.C.A., at 7.30 p.m.

May 13—Music, Cheer 'O Y.M.C.A., at 7.30 p.m.

May 13-15—Queen's Theatre; Syd Chaplin in "The Missing Link."

Sports.

May 11—St. Joseph's College Athletic Sports, Sookumpoo ground, Causeway Bay, commencing, 1 p.m.

May 13—Eight extra race meeting of the I.R.R.C., Macao.

Lammer's Auction.

May 11—At Sales Room, Duddell-street, miscellaneous goods, 11 a.m.

May 14—At "Villa Manola," Sassoon-rd., household furniture, 2.30 p.m.

Meetings.

May 11—Annual meeting of British Legion (H.K. branch) Messrs. Jardine's board room, 5.15 p.m.

May 14—Annual meeting of the H.K. Auxiliary of the British & Foreign Bible Society, at Helena May Institute, 5.30 p.m.

May 17—Forty-seventh ordinary general meeting of shareholders of the Canton Insurance Office, Ltd., at Messrs. Jardine, Matheson's offices, noon.

May 25—Fifty-fifth annual meeting of Union Insurance Society of Canton, Ltd., Union-bldg., 11 a.m.

May 25—Fifty-ninth annual meeting of the China Fire Insurance Co., Ltd., Union-bldg., 11.15 a.m.

May 25—Sixty-second annual meeting of British Traders' Insurance Co., Ltd., Union-bldg., 11.20 a.m.

Miscellaneous.

To-day—Closing event in H.K. Basket Ball league (student division) at Chinese Y.M.C.A., 4.30 p.m.

May 14—Opening of a new class for beginners in Chinese Language school, in Chamber of Commerce boardroom, 5.15-6.15 p.m.

November 12—Matriculation, Senior and Junior Local exams. at the Hong Kong University.

NEW AIR LINES.

GERMANY'S SECRET SCHEMES.

WORLD ROUTE PLAN.

Berlin.—An agency communication, printed in the "Koelnische Zeitung," says that Captain Koehl's impending Trans-Atlantic flight is part of the preparation for and propaganda of a world-wide aerial freight service which is being arranged jointly by the North German Lloyd and the Junkers aeroplane works at Dessau.

It is said that last month representatives of the Limerick Steamship Company, which acts as agent of the North German Lloyd in Ireland, obtained from the Government at Dublin promise of support for the enterprise of Captain Koehl and Baron von Huenefeld.

Representatives of the new combination have also been despatched to South Africa to arrange for a service between Cape Town and Johannesburg; and another has been established at Madrid to prepare for a line between Spain and South America. A Far Eastern service is being organised from Japan, and Fraulein Hertha Junkers is acting for the undertaking in the United States.

Secrecy, it is added, is being maintained as to all these schemes because the companies concerned do not wish to have their names associated with a failure. But should Captain Koehl's flight succeed the gradual execution of a comprehensive programme will at once be taken in hand.

The "Koelnische Zeitung" adds, on its own part, that similar plans are contemplated by the Hamburg-America Line and another big German aeroplane factory (Rumpler), who are, however, in contradistinction to the Lloyd-Junkers combination, taking count of the wishes of the German Government and the Air Hansa Company. The paper sees ground for alarm in this disposition of Germany's aerial activity.

HE LIKED MILK.

Chin Kiu, a small Chinese boy employed at the Hong Kong University, this morning pleaded "guilty" before Mr. R. E. Lindell to a charge of theft of four bottles of milk belonging to the Dairy Farm. Inspector Clark told the Magistrate that there had been numerous thefts to the nature recently and in consequence the Dairy Farm posted their own watchman to keep watch over the milk.

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A SHIPMENT OF
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**HAD A HEAVY DINNER?
DO YOU SUFFER
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TAKE
MAGNESIUM PERHYDROL
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Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

**THE TONIC FOR THE
NERVOUS SYSTEM**

GLYCO-NERVINE

The Regenerator of the Nerve Cells.

Of special use for the following Complaints:—
Neurasthenia, Various Nervous Disorders,
Epilepsy, Rebellious Neuralgia, Insomnia,
Hysteria, Anxiety, Irritating Cough.

Obtainable at

THE QUEEN'S DISPENSARY,
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the modern and economical containers for all
classes of merchandise.

ACME STEEL STRAPS

a fast and efficient method of re-inforcing fibre boxes,
crates, bales, bundles and woodboxes.

ACME TACK-POINT FASTENERS

more easily driven and greater holding power.

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EVANS' PASTILLES are a sure
shield against all winter ills such as
Sore Throats, Coughs and Colds. Their
antiseptic vapours penetrate into the
innermost tissues of the nose, throat and
chest, killing all germs and quickly soothe
the inflamed organs.

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Pastilles**

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MANUFACTURER OF PRESERVED GINGER AND FRUIT.

Established For More Than Forty Years.

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"I am stronger than
ever before. Though I
never felt ill, the strain
of work and the climate
made me a bit tired.
But since taking Sanatogen
my forces have
much increased and I
enjoy my life at its
full worth."

The value of Sanatogen for all
men and women is not at all
surprising. For Sanatogen is a
tonic, which, because of its ideal
composition, "goes to the core of
well-being, viz., the cells, and
builds these up into a solid and
permanent fabric of health," as a
well-known London physician says.

SANATOGEN
The True Tonic-Food.

LOCAL AND GENERAL SOCIAL AND PERSONAL.

At a meeting of the Shanghai
Chinese Ratepayers' Association, a
resolution was passed opposing the
proposal to collect an entrance fee
for the parks.

Owing to the illness of Mr. J.
Lillehook, Consul-General for
Sweden at Shanghai, Mr. E. Wisen,
the Vice-Consul, has been appointed
to take charge *pro tem*.

According to the Chinese papers,
the Nationalist Government is es-
tablishing an institution in Soochow
for disabled Nationalist soldiers
with Mr. Liu Pao-tung as director.

Capt. Romer, the German who
recently left Lisbon on a voyage to
New York in a small boat, has an-
chored, owing to bad weather, at
Cape Sagres, South-West Portugal.

The murder of Cheng Chi-cheng,
commandant of the Merchant Volun-
teers at Tangwanhsiang, together
with a farmer, is reported by the
"Eastern Times," which says that
there are still many bandits and
pirates on and along the banks of
the Whangpoo.

A Chinese woman, living on the
second floor of No. 374, Reclama-
tion-street, fell from the verandah
of her flat yesterday, as the result
of over-balancing herself whilst
hanging out clothing to dry. She
was removed to the Government
Civil Hospital in a serious condi-
tion.

An interesting variation from
the routine of the Shanghai V. C.
annual church parades was last
week announced in Corps orders.
While eight units of the Corps will
proceed to divine service at the
Cathedral on Sunday the Shanghai
Scottish are to attend Union
Church.

Mr. W. W. Hornell, Vice-Chancel-
lor of the Hong Kong University,
left for Marseilles by the M.M.
liner "Chenonceau" on Tuesday.
By the same boat there also travel-
led Dr. Felix d'Horta, Dr. Ramon
de Santos, Rev. Father Saunier, Mr.
and Mrs. C. Cabral and Mr. A. F.
de Garcia.

According to the vernacular
press, Marshal Li Chi-sum has just
paid an inspection trip to the gun-
boat "Haifu," a new vessel of 1,400
tons, which has been built with
money subscribed exclusively by
the people of Canton. The "Haifu"
is intended to be used for the most
part in suppressing pirates and
bandits.

A forthcoming marriage is an-
nounced between Mr. Robert Ho
Tung, Jr., "Idlewild," Seymour-
road, Hong Kong, to Miss H. R.
Hung, 30 Bonham-road, Hong
Kong. The prospective bridegroom
returned recently from his military
studies in Europe. A few years
ago, he was for a short while on
the staff of the "China Mail."

A sensational tragedy occurred
near Ipoh last month at Jelapang
tin dredging mine, lightning killing
the dredge-master, Mr. Barton, and
striking down a winchman, Mr.
Cromley, who was taken to hospital
and is recovering. Mr. Barton and
Mr. Cromley were walking to the
dredge at about three in the after-
noon when there was a sudden flash
and both were felled to the ground.
Two ladies in a bungalow at Ipoh
also had a narrow escape, a ball of
fire exploding at their feet but they
were unhurt.

Nice.—While Mrs. Florence S. M.
Haselden, of London, was returning
from the Casino late one night with
a considerable sum of money which
she had won she was attacked by a
man in the Boulevard Victor Hugo.
He struck her in the face and
snatched her handbag, which is said
to have contained 8,000 francs, £18,
two rings and important papers. He
made good his escape. Mrs. Lillian
Grayriggs, of Shanghai, was also
mentioned recently as a victim of a
similar theft. She lost approxi-
mately 37,000 francs in money and
jewellery.

H.E. the Officer Administering
the Government has made the fol-
lowing appointments: Mr. Bernard
Roy Foster to be his Private
Secretary; Captain Allen James
Levinge Whyte, Royal Engineers, to
be his Aide-de-Camp; Captain
Patrick Perfect, R.O.S.B., to be his
Honorary Aide-de-Camp; Captain
Hugh Blackwell Layard Dowbiggin,
R.K.V.D.C., to be his Honorary
Aide-de-Camp; Subahdar, Major
Sultan Ahmed, 3/15th Punjab Re-
giment, to be one of his Honorary
Aides-de-Camp; and Subahdar Maj.
Mungul Singh, Hong Kong and Sin-
gapore Brigade, to be one of his
Honorary Aides-de-Camp. All the
appointments are to date from May

A surcharge of £3,560 3s. 9d. is
to be made on the guardians at
Lancaster, Durham, in respect of
alleged illegal payments of relief.

The output of coal in Great Brit-
tain in the week ended March 24
was 5,072,600 tons, compared with
4,989,100 tons the previous week.

The China Broadcasting Associa-
tion distributes a sacred song ser-
vice from 8 to 9 p.m. every Sunday
conducted by the Gospel Mission.

The recent "drive" on behalf of
American School in Tientsin pro-
duced a very gratifying sum of be-
tween \$8,000 and \$9,000. This
makes it possible to add \$5,000 to
the school endowment fund.

Mr. M. J. Quist, Netherlands Con-
sul-General, who has been on home
leave since August last, is due to ar-
rive in the Colony on the 15th inst.
by the s.s. "Empress of Asia" and
will resume charge of the Consul-
ate-General.

H.M.S. "Kent," the last of the
five cruisers of the 1924 pro-
gramme, which is completing at
Chatham Dockyard, is now ready
for trials, and, according to Home
papers, was to proceed to Port-
smouth from April 19 to May 1. The
"Kent," Captain J. Wolfe-Murray,
D.S.O., will be ready for service
about July, and is to go to China
to relieve the "Hawkins" as flag-
ship of the Commander-in-Chief.



Beverly Hills, Cal.—Miss Caroline
Blahop, who is reported to be en-
gaged to the champion, Gene
Tunney, she refused to affirm or
deny the engagement, but was no-
ticed wearing a diamond ring on
her left hand. Gene remarked that
the rumor was "somewhat prema-
ture."

By special request Mrs. Margaret
Proctor Smith, of Louisville,
Kentucky, sang "The Penitent" at
the Allen Memorial Church, Shang-
hai, last Sunday. Mrs. Smith is
well known as a concert soloist in
the eastern and southern parts of
America, and also for her many
activities in philanthropic and
educational work both in America
and China. For some time Mrs.
Smith was the director of the
Wuhan Musical Club, and is now
the director of the choir of the
Allen Memorial Church of which
the Rev. Z. T. Kiang is the pastor.

The remarkable fact that trade
unions with a membership of 10,000
or more spent a total \$28,505 on
politics and more than \$1,000,000 on
salaries in the disastrous year of
the general strike is disclosed by a
return issued by the chief registrar
of friendly societies. A list of 140
trade unions is comprised in the
return, which has been compiled
from information furnished by the
trade unions. The figures show for
both 1925 and 1926 the income, ex-
penditure under various heads, and
the total funds of the unions at the
beginning and end of the year.
Some of the unions, including most
of the miners' unions, paid nothing
from their political funds during
the year of the general and the
miners' strikes.

Sydney, April 9.—The Minister
for Justice (Mr. Lee), announced
to-night that he had decided to
call for a departmental report con-
cerning an allegation that a mental
patient at Callan Park had recently
sat on a jury before whom a man
was tried for murder. Ministers
take a serious view of the allega-
tion and should it prove to be cor-
rect steps will be taken to prevent
a similar occurrence in the future.
According to the statement made
to the Minister, an inmate of the
Callan Park institution sat as a
juror in the recent trial of Robert
N. Urquhart, who was charged
with having murdered his wife at
Pyrmont. Urquhart was acquitted
of the charge by the jury. It is
further alleged that when the al-
leged lunatic returned to the
asylum he stated that he would not
convict any man for killing his

The Swiss police are investigat-
ing the disappearance of jewellery
valued at \$435 from the Customs
House at Chiasso on the Italo-
Swiss frontier.

Capt. Robert Dollar will leave
Shanghai to-day on his way round
the world. His visit to Hong Kong
is being keenly anticipated in
many quarters.

The British steamer "Glenbeath"
recently towed into Malta the
steamer "Tessio" (Tunis, 1,000
tons) which was in distress off the
Italian island of Pantelleria, in
the Mediterranean.

Marshal Chang Tso-lin is report-
ed by the "Eastern Times" to have
ordered Gen. Ho Feng-lin, former
Commissioner of Defence for the
Shanghai and Sungkiang Districts,
to assume charge of the defences of
Tehchow, as Commander-in-Chief of
the Rear Armies.

According to the "Sinwanpao,"
the French Charge d'Affaires has
again drawn the attention of the
Peking Government to the murders
of two French Roman Catholic
missionaries at Tatung and has
demanded an indemnity.

Canton telegrams to the "Shun-
pao" (Shanghai) state that the
Canton-Hankow Railway Adminis-
tration has secured a loan of \$300,-
000 for reorganisation purposes
with its buildings and wharves as
security. Interest is at the rate of
10 per cent. per annum.

In Shanghai on "Labour Day"
nothing untoward occurred except
that handbills of a communistic na-
ture were thrown from the roof
gardens of the Wing On and
Sincere Companies. The matter
contained in the handbills was the
usual communistic rubbish and ad-
vocated the abolition of the Kuomin-
tang and the imperialists.

Mr. T. V. Soong, the Nationalist
Minister of Finance, is reported by
the Chinese papers to have ordered
the convention of another national
financial conference in Shanghai.
Among the subjects to be discussed
are:—(1) military expenses; (2)
reorganisation of the national
debts; (3) the \$19,000,000 bond
issue; and (4) national taxation
methods.

Arica (Chile).—In quest of
several million dollars' worth of
gold and silver supposed to have
been buried in 1767 by Jesuits at
Inquisivi, in the Bolivian Andes, a
British expedition arrived here re-
cently. The expedition is headed
by Professor Edgar Sanders, vice-
president of the Royal South
American Geological Society, Lon-
don.

Letters of administration have
been granted to Mr. W. E. L.
Shenton, of Messrs. Deacons, who
is the attorney of Mr. L. P. Soares,
22, Chichpoo-l-road, Bandra, Bom-
bay, and Mr. A. J. Soares, of Bel-
gam, India, who are the executors
of the estate of the late Dr. J.
Soares, M.B., B.S., F.R.C.S., at one
time doctor on the B. & S. "Ka-
ying". Deceased committed suicide
at Johore on Sept. 16, 1927. His
Hong Kong estate is valued at
\$7,100. Everything is bequeathed
to the executors.

Manila.—Refund of income tax
paid to the United States Govern-
ment by Americans residing in the
Philippines, during 1918, 1919 and
1920, the war-bonus years, is urged
by Governor-General Stimson in a
cable to President Coolidge. The
United States Congress passed an
act remitting the tax for years sub-
sequent to 1920, but no provision
has been made for the period 1918
to 1920, when most of the business
men in the Islands made large
paper profits and thus laid them-
selves open to war-time income-tax.
They lost most of these profits in
the 1921 slump, but had to pay the
tax just the same.

At the recent examination for the
Diploma in Public Health, Part I,
University of Cambridge, Dr. Yeo
Kok-cheung passed with distinc-
tion. Dr. Yeo had a distinguished
career as a student at the Univer-
sity of Hong Kong, where he
graduated M.B., B.S. in 1925. After
serving terms as House Physician,
House Surgeon and House Ob-
stetrician at the Government Civil
Hospital, he proceeded to London
and was successful in gaining the
Diploma of Tropical Medicine and
Hygiene. He is now pursuing his
post-graduate studies at the Univer-
sity of Cambridge. We wish Dr.
Yeo every success when he goes
forward to Part II of the D.P.H.

GREEN ISLAND CEMENT CO., LTD.

BEST PORTLAND CEMENT

SHEWAN, TOMES & CO.,

General Managers

HONG KONG.

**A WEEK'S PAPERS
IN ONE**

"OVERLAND CHINA MAIL"

**CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS**

SEND IT HOME!

Till a few years ago, there was an opinion that social
and other activities in the Colony dwindled down consid-
erably during the summer. This is not the case in the "hustle"
of modern times.

The latest issue of the "Overland China Mail" has among
its features, the following for one week's events in Hong
Kong:—

Departure of H.E. the Governor and assumption of office
by Hon. Mr. W. T. Southern.

Copious extras from the report of the University, show-
ing the part it takes in public life.

A review of the activities of the Roman Catholic Church
in China by Mr. W. G. Fitz-Gibbon, M.A.

Presentations of colours to the Hong Kong Volunteer
Defence Corps.

Dedication of "pai lau" in memory of Chinese who lost
their lives in the Great War.

Laying of foundation stone at Tung Wah Eastern Hos-
pital, with address by H.E. the Governor.

Judgment by the Full Court in the Chater Estate appeal
cases.

Presentation of the Silver Wolf to the Rev. G. T.
Waldegrave.

Pride of place must be given, however, to the Tsinan in-
cident which has brought so much bloodshed to the Chinese
and Japanese and has evoked the widest interest all over the
world. The "Overland's" account is not merely a tabulated
list of cables and messages. Explanations and comment where
necessary, so that non-Chinese can comprehend what is taking
place, will be found with our report.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going
Home on leave this year? If you are, you will be surprised
by the number of persons who will ask you about China and
Hong Kong. You will be astonished at the number and type
of silly questions put to you in all good faith. And you will
have to admit reluctantly (if only to yourself) that you are
not quite certain. Will you be believed, though? Keep in
touch with Hong Kong and China by having the "Overland
China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you
can keep yourself well informed if you have the "Overland."
The articles which you will seek are written to help non-
Chinese to understand. In any case, you will not regret, from
your own point of view, being posted with the main develop-
ments (reported in brief) while you are away.

READY TO-MORROW.

Mails close as follows:—

Via Suez closes at 10.30 a.m. on Saturday.

Via Siberia at 3.30 p.m. on Saturday.

SINGLE COPY 30 Cents.

(Sold on the streets and at the bookstalls or you can send your
subscription to the office.—H.K. \$15 per annum, or
\$15 including postage abroad, half-yearly,
quarterly, or specific periods pro rata.)
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Well Preserved.

Culinary and Medicinal Qualities.

Nam Wah Preserved Ginger, Manufactured by

PABLO

Sport Columns

SHANGHAI RACES.

RESULT OF THE CHAMPIONS AND SWEEPS.

WHEATCROFT'S TRIUMPH.

Shanghai, Yesterday. The Champions Sweepstakes of the Shanghai Race Club's annual spring meeting was run to-day and resulted as follows:—

Mr. Liddell's Wheatcroft (Mr. A. J. P. Heard) 1
Mr. & Mrs. A. V. White's White Rosemary (Mr. Encarnacao) 2
Mr. Toeg's Alligator (Mr. Haimovitch) 3

There were eight starters. Time: 2 mins. 37 1/5 secs. A neck, 3/4 length.

The Shanghai Race Club's cash sweeps (\$10 per ticket) resulted as follows:—

"A" Sweep.

1st No. 21,353
2nd 28,560
3rd 49,411

"B" Sweep.

1st No. 42,452
2nd 13,836
3rd 1,020

Wheatcroft has won the Shanghai Race Club Champions on one occasion before. This was at the autumn meeting of 1926. This pony has also been placed third twice in the Champions, at the autumn meeting in 1925 and the autumn meeting last year.

It is the third occasion on which Mr. A. J. P. Heard, who is so popular in Hong Kong, has ridden a "pukka" Champions at Shanghai. He had a "double" in 1925.

Mr. Liddell, of course, has won the Champions before as well.

Mr. Toeg's Alligator won the Shanghai Derby on Tuesday.

The Champions was the only classic race run yesterday, it being the ninth event on the card. For other results the "China Mail" is indebted to the Hong Kong Club and to Messrs. Linsted & Davis, treasurers to the Hong Kong Jockey Club. The third day's results (run yesterday) are given below. The fourth day's events will be held on Saturday, including a number of very interesting and important races. The results will be in the "Sunday Herald."

THIRD DAY'S RESULTS.

Yangtze Cup—1 mile.
Messrs. P. M. Lancaster and W. A. White's Pat (Mr. Bowling) 1

Mr. Hardy W. Fowler's Morning Flight (Mr. Hill) 2
Mr. Eve's Wedding Eve (Mr. Pote-Hunt) 3

Time: 2 mins. 03 1/5 secs.
Klangou Cup—2 miles.
Mr. Campox's Old Bill (Mr. Maitland) 1

Mr. F. B. Marshall's Larch Tree (Mr. Wells-Henderson) 2
Mr. Allan's Bubbly Jock (Mr. Encarnacao) 3

Time: 4 mins. 21 secs.
Racing Stakes—1 mile.
Miss Ada Law's Kilmory (Mr. Haimovitch) 1

Mr. F. B. Marshall's The Duke (Mr. Pote-Hunt) 2
Mr. Dod's Profitable (Mr. G. A. Pollock) 3

Time: 2 mins. 04 secs.
Rubicon Plate—1 1/4 miles.
Mr. Eve's Election Eve (Mr. Pote-Hunt) 1

Mr. Powhattan's Toots (Mr. Haimovitch) 2
Messrs. Gray and Leander's Busy Bee (Mr. A. N. Dallas) 3

Time: 2 mins. 39 1/5 secs.
Great Northern Handicap—1 1/4 miles.
Mr. Toeg's Canadian (Mr. Maitland) 1

Mr. Toeg's Spearmint (Mr. Haimovitch) 2
Mr. Day's Bonnie Scotland (Mr. A. N. Dallas) 3

Time: 2 mins. 37 4/5 secs.
Chefoo Handicap "A" Class—1 1/2 miles.
Mr. and Mrs. A. V. White's White Lodge (Mr. Wells-Henderson) 1

Messrs. Bailey and White's Shellfire (Mr. Bowling) 2
Mrs. Jack Liddell's Jimmy Winter (Mr. Maitland) 3

Time: 3 mins. 41 1/5 secs.
Newchang Cup—1 mile.
Messrs. Bill and John's Tom Pear Tree (Mr. Heard) 1

Mr. Robson's Chosen Bird (Mr. Wells-Henderson) 2
Mr. Eve's Engagement Eve (Mr. Pote-Hunt) 3

Time: 2 mins. 04 2/5 secs.
Daisy Handicap—1 1/4 miles.
Mr. Eve's Moonlit Eve (Mr. Pote-Hunt) 1

Mr. Allan's Orange William (Mr. Encarnacao) 2
Messrs. Fay and Seth's Christmas Chimes (Mr. Heard) 3

Time: 2 mins. 35 secs.
Consolation Cup—1 1/4 miles.
Mr. Eve's Chilly Eve (Mr. Pote-Hunt) 1

Mr. Dya's Poppyland (Mr. A. N. Dallas) 2
Mr. Toeg's Tyne II (Mr. S. A. Judah) 3

Time: 2 mins. 40 secs.
Jockey Cup—1 1/4 miles.
(Continued at foot of next Column.)

HOUNDS FOR MACAO.

NEW SPORT AT THE ANNUAL FAIR.

PROMOTER IN COLONY.

Thanks to the energy and enterprise of a group of British, American and Portuguese gentlemen greyhound racing will constitute one of the new features at this year's Macao Fair, which is to take place in October.

The promoters are Messrs. Francisco Paulo de Vasconcelles Soares, F. G. Eca da Silva, E. D. Shanks, and J. Williams, late manager of the Majestic Hotel, Shanghai, and Raffles, Singapore.

Hounds are being imported from England and will be on view in the charge of a veterinary surgeon and a trainer previous to the opening of the Fair.

Mr. J. Williams is now staying at the Kowloon Hotel, and anyone interested in the sport of greyhound racing is invited to communicate with him.

Admission souvenir tickets for the Fair are now available and may be obtained from the organising secretaries of the Macao Charity and Commercial Fair, Macao.

OPEN GOLF.

MELHORN LEADS IN HOME TEST.

FIRST ROUND SCORES.

Sandwich, Yesterday. The leaders in the first round of the open golf championship proper are Melhorn, 71; Sarazen, 72; Jurado, 74; Wingate of Temple Newham, 75; Compston, Duncan and Alliss of Berlin, 75.

Other prominent participants are Ray and Cotton, 77; Mitchell, Vardon and Davies, 78; McHugh, Aubrey Boomer and Stewart, 79; Braid and Hodson, 80; Armour, Havers and Barnes, 81; Stuppel, Wethered and Herd, 82; Barnes and Armour are regarded as without hope.—Reuter.

BILLIARDS.

LOCALS BEAT TEAM OF P.O.S.

The return match between the "We" billiard team and the Chief and Petty Officers' Club, in the latter's Club rooms on Tuesday, resulted in a win for the former by 86 points.

The previous match was also won by the "We" team by a margin of 152 points.

"We" Team.

E. Nuttal 150
E. Remedios 121
E. Vas 150
J. Remedios 149
P. Castilho 150
M. A. Baptista 148

C.P.O. & P.O. Club.

C.P.O. Curtler 76
C.P.O. Best 150
C.P.O. Kirk 140
C.P.O. Weeks 150
C.P.O. Pyne 116
C.P.O. Brokenshire 150

SWIMMING RECORD.

LADY TAKES 400 METRES BREAST STROKE TITLE.

Magdeburg, Yesterday. Hilda Schrader, of Magdeburg, swam 400 metres breast stroke in six minutes 46 4/5 seconds, creating a world's record.—Reuter.

Messrs. Bailey and Heard's Madhatter (Mr. Herlofson) 1
Messrs. Bailey and Springfield's Sahara (Mr. Botelho) 2

Mr. C. O. C.'s White Sarnia (Mr. Stangland) 3
Time: 2 mins. 41 1/5 secs.

Messrs. Bill and John's Tom Pear Tree (Mr. Heard) 1
Mr. Robson's Chosen Bird (Mr. Wells-Henderson) 2

Mr. Eve's Engagement Eve (Mr. Pote-Hunt) 3
Time: 2 mins. 04 2/5 secs.

Daisy Handicap—1 1/4 miles.
Mr. Eve's Moonlit Eve (Mr. Pote-Hunt) 1

Mr. Allan's Orange William (Mr. Encarnacao) 2
Messrs. Fay and Seth's Christmas Chimes (Mr. Heard) 3

Time: 2 mins. 35 secs.
Consolation Cup—1 1/4 miles.
Mr. Eve's Chilly Eve (Mr. Pote-Hunt) 1

Mr. Dya's Poppyland (Mr. A. N. Dallas) 2
Mr. Toeg's Tyne II (Mr. S. A. Judah) 3

Time: 2 mins. 40 secs.
Jockey Cup—1 1/4 miles.
(Continued at foot of next Column.)

THE DAVIS CUP.

ITALY ELIMINATES AUSTRALIA.

TO MEET RUMANIA.

Genoa, Yesterday. Italy eliminated Australia from the Davis Cup competition, winning three of the first four matches. Italy now meets Rumania in the second round.—Reuter.

LEAGUE TENNIS.

KOWLOON C.C. TEAMS FOR SATURDAY.

The following have been selected to represent the K.C.C. on Saturday in the following League fixtures:—

"A" Division: Versus University on K.C.C. ground at 4 p.m.—C. W. E. Bishop and E. C. Fincher, E. F. Fincher and W. M. Gittins, C. E. Millard and F. G. Wheeler.

"B" Division: Versus H.K.C.C. on their ground at 4 p.m.—A. W. Ramsey and A. J. Kew, W. Brown and J. N. Owen, C. S. Ford and J. S. Smith.

"C" Division: Versus K.R.M.Q. on the K.C.C. ground at 4 p.m.—W. Woodward and D. J. Purves, C. H. Atkins and K. A. Carstensen, P. Pinguet and A. E. Guest.

BOXING.

HEENEY TO MEET TUNNEY.

Tom Heeneey, the New Zealand heavyweight, who is to fight Gene Tunney for the world's championship early this summer, returned to England in the White liner "Olympic."

His homecoming differed greatly from his departure about 12 months ago. When he left Southampton with Mr. John Mortimer it was silently, without much hope of bettering his position, and, as he himself put it, "with his pockets full of emptiness."

He came back to be received by crowds of friends, many photographers, and bundles of welcoming telegrams.

Heeneey, who looked extremely fit, has put on weight during the last few months, and when he faces Tunney he will be at least 14st. 6lb.

During his stay in the United States he had nine contests—an average of one per month—and lost only one. This was to Paulino Uzcudun, the Basque, the decision being much disputed.

Heeneey says that he has not signed a definite contract with Mr. Tex Rickard to oppose Tunney, but it is understood that the arrangements for the contest were concluded after he sailed. He has, in any case, promised Mr. Rickard to be back in New York within a month, and there is, of course, no prospect that he will fight on this side.

Asked how he regarded his chances with the champion, he replied: "Well, if I had said 12 months ago that I would beat men like Johnny Risko and Jack Delaney, and draw with Sharkey, people would have thought me mad, I suppose it is much the same now, but it has to be remembered that Tunney was in much the same position before he defeated Dempsey in Philadelphia in 1926."

"Very few thought he would do so much as put up a good show, yet he won with ease. I'm not foolish enough to declare that Tunney is as good as beaten already, but I shall give him a fight, whatever the result may be."

"I like opponents of his size and style. The kind I'm not keen on are the tall ones who force me to get up on my toes to deliver a punch."

No chance For Scott.

When told that there was a suggestion that he should again fight Phil Scott, Heeneey shook his head. He does not believe that he will be called on to appear in any more eliminating contests, nor does he think that there is much prospect of his fight with Tunney being held in London.

As a matter of fact, Mr. Rickard was advised by one of his agents in London that both Wembley and the White City are out of the question.

"But if Scott wants to fight me again," said Heeneey, "he'll have to come to my terms this time. I'll do the dictating. The last time we met he got \$1,250, while my share was only \$300. I'm afraid it will be a long time before we fight again."

Heeneey proposes to spend a few days in London and then make a short tour of the Continent.

DO YOU KNOW?

Answers to To-day's Questions.

- (1) Jacob.
- (2) Matthew, Mark, Luke, John, The Acts.
- (3) Ten.
- (4) In Venice.
- (5) Those of Noah.
- (6) Desdemona.

SPORTS CABLES.

HAGEN'S VIEW OF COMPTON.

"LAID ME OUT."

London, April 28. Beautiful summer weather prevailed at Moor Park, the delightful Hertfordshire course, during the Anglo-American match between Archie Compton and Walter Hagen, a former winner of the British and American open championships. The match was over 72 holes for a stake of \$750.

At the conclusion of the match, which Compton won 18 up and 17 to play, Hagen declared that he had played the worst golf of his life, adding "But when you are laid out good and flat you mustn't squawk." Compton is perfect at the moment and has issued a challenge to any golfer in the world for any stake.

LAWN TENNIS SEASON OPENS.

London, April 28. Rene Lacoste, the French Davis Cup player and former British champion, has been playing in London this week. He met O.G.N. Turnbull, the English Davis Cup player, in the final of the North London Tournament and won 6-4, 6-3, 6-2.

P. D. B. Spence and Olliffe were the finalists in the men's singles at the Spring tournament at the West Side Country Club at Ealing, the former Davis Cup player winning 6-1, 6-1.

The ladies' singles final produced an interesting match between Miss Betty Nuttall and Miss P. Saunders, who won this event in 1926. Miss Saunders won the first set 6-3 lost the second 4-6 and after a well fought third set won at 7-5.



Drink Only ELBSCHLOSS EAGLE BRAND BEER.

Sole Agents for Hong Kong.

WING ON CO., LTD.

STOCK EXCHANGE WALK.

London, April 28.

A novice named Bascombe won the annual Stock Exchange London-Brighton walk (59 miles) today, his time being 9 hours, 24 mins. seconds S. M. Ayles (Stocken Concanon), the holder, was second. He was not in good training, which is indicated by the fact that whereas his time this year was 9 hours, 36 mins. 21 seconds, last year he covered the distance in 8 hours 44 minutes 15 seconds. Schlesinger was third in 9 hours 47 mins. 32 secs.

BANGKOK SPORTS CLUB TOTES.

Bangkok, April 29.

The members of the Bangkok Sports Club at a meeting held on Saturday agreed to spend a sum of \$6,000 for new racing stand and totalisator machines.

LONDON EXCHANGES.

London, Yesterday.

Paris 124
New York 4.88 15/16
Brussels 34.95
Geneva 25.23
Amsterdam 12.095
Milan 92.65
Berlin 20.40
Stockholm 18.19
Copenhagen 18.195
Oslo 18.22
Vienna 34.675
Prague 164.94
Helsingfors 199.94
Madrid 29.065
Lisbon 2 1/2
Athens 375
Bucharest 785
Rio 5 59/64
Buenos Aires 47 3/16
Bombay 1/5 31/32
Shanghai 2/7 1/2
Hong Kong 2/0 5/8
Yokohama 1/10 3/32
Silver Spot 27 9/16
Silver Forward 27 9/16
—British Wireless Service

EXCHANGE.

TO-DAY'S QUOTATIONS.

On London—
Bank, Wire 2/- 1/2
Bank, on demand 2/- 9/16
Bank 30 days sight 2/- 1/2
Bank, 4 months sight 2/- 1/2
Credits, 4 months sight 2/1 1/2
Documentary 4 months sight 2/1 1/2
On Paris—
On demand 1267 1/2
Credits, 4 months sight 1342 1/2
On Berlin—
On demand 49 1/2
On New York—
On demand 49 1/2
Credits, 60 days sight 51 1/2
On Bombay—
Wire 136 1/4
On demand 136 1/4
On Calcutta—
Wire 136 1/4
On demand 136 1/4
On Singapore—
On demand 88 1/2
On Manila—
On demand 100 1/2
On Shanghai—
On demand 77 1/2
To day's sight (private paper)
On Yokohama—
On demand 107 1/2
Gold Leaf, 100 fine (per tael)
Sovereigns (Bank's buying rate) 9.46
Silver (per oz.) 27 9/16
By Silver in Hong Kong 3% Prem
Chinese Copper Cash nom.
Chinese Copper Cents 6% prem
Rate of Native Interest 7% p.a.
Chinese Sub. Coin 31 1/2% dis.
Hong Kong Sub. Coin Par.

THE SHARE MARKET.

Stock Hong Kong Stock Exchange.
T.T. on London 2/- 1/2
T.T. on Shanghai 77 1/2
Banks
Hongkong Bank \$1200 n
do. Lon. Reg. \$131 n
Chartered Bank \$21 n
Mercantile A. & B. \$23 1/2 n
do. C. \$14 1/2 n
P. & O. Bank \$5 n
Bank of East Asia \$75 n
Insurance
Canton Insurance \$680 n
Union Insurance \$343 1/2 b
North China Insurance T140 n
Yangtze Insurance M. \$47 b
China Underwriters \$2 1/2 n
China Fire Insurance \$215 n
H.K. Fire Insurance \$7.60 n
Shipping
Douglas \$40 n
H.K. Steamships \$28 1/2 b 25% s
H.K. Tug. Lighters \$2 1/2 n
Indo-China (red) \$37 b
do. (Def.) \$78 n
Shell Transports \$9.9 n
Water-Boats \$204 n
Wharves
Benguet \$2 1/2 n
Kailan Mining Ad. 60/- x. div. n
Langkate (Combined) T18 1/2 n
do. (Single) T6 1/2 n
Shanghai Explorations T2.55 n
Shanghai Loans T34 n
Raub \$4 n
Tromch Mines 17/6 n
Docks, Wharves, Godowns, &c.
H.K. & K. Wharves \$135 s
H.K. & W. Docks \$214 s
China Providents \$5.80 n
Hongkong T169 b
New Engineering T5 b
Shanghai Docks T109 b
Cotton Mills
Ewo Cottons T84 b
Oriental Cottons T34 b
Shai Cottons (Old) T55 s
do. (new) T29 s
Lands, Hotels & Bldgs.
H.K. & S. Hotels \$8.10 b 8 1/2 s
Hongkong Lands \$55 1/2 s
Shanghai Lands T144 b
Humphreys Estates \$14 1/2 s
Hongkong Realities \$8 1/2 b 8 1/2 s
H.K. Territorials
Prince's Buildings
Public Utilities
H.K. Tramways \$25 s
Peak Tram (old) \$13 1/2 n
do. (new) \$8 1/2 n
Star Ferries \$64 1/2 s
China Lights (comb.)
do. (old) \$11.40 s
do. (new) \$11 1/4 s
do. 1928 issue \$7 1/2 s
H.K. Electric \$70 1/2 n
Macao Electric \$26 1/2 b
H.K. Telephones \$4.70 n
China Buses T9 n
Singapore Tractions 9/- b
Industrial
China Sugars \$5 s
Macao Sugars 4 1/2 n
Canton Ice \$14 n
Cementa (comb.) \$9 1/2 s
do. (old) \$9 1/2 n
do. (new) \$1 s
H.K. Ropes (old) \$7 1/2 s
do. (new) \$2.20 s
United Asbestos \$10 n
Stores, &c.
Dairy Farms \$22 1/2 s
Watsons \$14 s
Der A. Wings \$50 n
Lane, Crawford \$3 1/2 n
Sincere \$11 s
Wm. Powells \$3 s
Miscellaneous
H.K. Amusements \$28 b 20 s
H.K. Constructions \$1 1/2 n
B. Ind. G. Bonds 62 1/2 b
H. K. Govt. Loans 7 1/2 n Prem.

UNCLAIMED TELEGRAMS.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO. LTD.

The following Unclaimed Telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:—
Caetano Castro, 71, Austin-road, Kowloon, from Macao.
Ferreira, Victoria Hotel, from Honolulu.
Haiman, from Liverpool.
Lemjus, from Hamburg.
Hospital Doumer, from Saigon.
E. A. LEGGATT, Superintendent.
Hong Kong, 3rd May, 1928.



"BATHING COSTUMES"

BRIGHT, JOYFUL COLOURS DOMINATE THIS SEASON.

Fast colours, finest all wool yarns are closely woven, to give a SPRINGY STRETCH into these beautifully designed swimming suits. The smart trim lines will fit SNUGLY, and always retain their shape, cut for absolute FREEDOM in the water.

Having chosen one of these, you are off to bathe, CORRECTLY, PERFECTLY, and COMFORTABLY fitted, for healthy, enjoyable sport.

INSPECTION CORDIALLY INVITED.

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WHITEAWAY, LAIDLAW & CO., LTD.

Of INTEREST TO MOTORISTS

B.S.A.

POWER with SILENCE
SPEED with SAFETY

In the Stock Machine Trial for standard machines selected from stock by A.C.U. officials B.S.A.'s won

4 GOLD MEDALS and
TEAM PRIZE

DUNLOP TROPHY

Premier Award in the M.C. and A.C. Dunlop Trophy Trial won on B.S.A. 4.93 h.p. O.H.V. (W. Johnson)

Also won on B.S.A. in 1926.

B.S.A.'s won the
COLMORE
CUP

2 years out of 3 in
1926 and 1928

In the Victory Cup Trial
B.S.A.'s won

Frank Hallam Cup
Watsonian Team Prize

For 2nd year in succession
6 GOLD MEDALS

In the Paris-Nice Trial B.S.A.'s won

TEAM PRIZE

for 5th year in succession and

3 GOLD MEDALS.

In the recent A.A. Silence Test, every one of the 15 models in the B.S.A. range (including 2 O.H.V. specially tuned models) was tested by A.A. engineers and awarded the A.A. Silencing Efficiency Certificate.

Write for Catalogue.

THE SINCERE CO., LTD.
Sole Agents.

PRESIDENT EIGHT.

STUDEBAKER'S NEW
PRODUCTION.

FINE POINTS.

Studebaker scores another outstanding triumph in its latest contribution to the art of fine car building—The new President Eight. Engineered by the same men who made The Studebaker Commander the world's champion car, The New President is the result of two years of development in Studebaker's laboratories and on the roads of its 800 acre proving ground.

Under the direction of D. G. Roos, Chief Engineer (formerly chief engineer of Pierce Arrow, Locomobile and Marmon) and W. S. James, Research Engineer (formerly chief of an important section of the U.S. Bureau of Standards), The President Eight has been subjected to the most grueling trials. Over roads and gradients designed to test a car to the utmost, this car was proved—and then approved by exacting engineers.

It is now presented to you as a car fully qualified to carry on Studebaker's 76-year-old tradition of quality. It is the final word in a fine car for the man whose word is final!

The New President Straight Eight develops 100 brake horsepower. No car equalling it in rated horsepower (according to the ratings of the National Automobile Chamber of Commerce and the Society of Automotive Engineers) sells for less than double its price. So much value has thus been built into The President Eight that it can only be compared with cars selling for two times as much and more.

In answer to the present demand, The New President was designed to supply great speed with safety! It will produce 80 miles per hour, and will maintain that speed indefinitely.

Advanced elements of safety are incorporated in The New President. Bodies are of full-vision welded steel, giving a degree of safety and durability comparable to the steel ship or steel railroad coach. The steel body, being lighter in weight—despite its greater strength—affords marked savings in fuel and tyres. Exceptionally low centre of gravity contributes to roadability. As a final factor of safety, amplified action four-wheel brakes offer positive control. Due to the advanced design of the braking system, even a light toe touch becomes a powerful braking action.

It is easy to claim riding ease—on paper. It is quite another thing to prove it—on the road. Only a ride in The New President Eight can reveal the luxurious riding qualities it possesses.

Hydraulic shock absorbers in combination with five-foot rear springs and springs over a yard long in front, give floating smoothness to the car. Double-decked pillow springs, heavily upholstered add further comfort.

Though Studebaker's New President is a big car—big in power, big in wheelbase (131 inches)—it is a remarkably easy car to drive. Brake action is positive and instant. Gears shift smoothly, quietly—due in part to a special torsional dampener which eliminates any vibration which might be transmitted from the engine to the gear box. Steering responds to featherweight touch—an advantage gained through the use of a cam and lever steering gear of advanced design. Acceleration is silken, smooth, silent—the reasons lie deep in the 100 horsepower President Eight engine.

The extent to which the design of The New President Eight anticipates the demands of even the most rigorous types of service will be appreciated by an explanation of some of the features of its construction:

1. The manifolding and distribution of petrol to cylinders enables the engine to warm up almost instantly—even in cold weather. The circulation of water around the cylinders is thermostatically controlled, which means that circulation is retarded until a pre-determined temperature has been reached. These improvements, together with a heat control on the facia, facilitate quick starting under all conditions.
2. Positive lubrication, at high sustained speeds, is ensured by a full pressure force-feed system.

3. After the first thousand miles, changing the oil in the motor and chassis lubrication are required only at 2,500-mile intervals.

4. To provide an even flow of petrol—even on steep gradients or at extremely high speeds—a fuel pump feeds the petrol direct to the carburettor.

5. As a result of advanced precision manufacture plus Studebaker methods of "seasoning" engines before they are placed in the chassis, and in addition, the Studebaker practice of running every car in on a dynamometer, The New President may be driven as high as 40 miles per hour the day it is delivered.

6. The President Eight engine is of medium compression type, and thus enables ordinary petrol to be used with full efficiency.

In driving The President Eight one immediately senses the engineering achievement Studebaker engineers have scored in designing this car. Yet the entire chassis is free from speculative features of design. Studebaker engineers have not attempted to build a "new type" eight, but rather to design a car which would embody every proved development of eight-cylinder construction.

That The President Eight introduces a new mode in motor car style will be evident the moment you see it. Body lines flow in uninterrupted beauty from radiator to back. Its mud guards are the embodiment of grace; with their new streamline form and full crown design. No handsomer car ever graced the boulevards.

Its exterior is finished in harmonising cellulose tones—rich deep and lustrous. All exterior bright-metal parts are of chromium, like polished silver, but tarnish-proof and scratch-proof.

The interiors of The New President Eight are most luxurious. The seats are shaped to hold the body in a restful position. They are upholstered in rich two-tone Broadcloth or two-tone Mohair, expertly tufted and mounted on double-decked pillow springs. Trimming is carried out in rich lace. All hardware is of engraved jeweller finish. Silk curtains, assist cords, dome and rear corner lamps, cigar lighter, arm rests—add to the wealth of appointment.

The facia board and door panels are finished in two-tone English walnut. All interior fittings are in complete harmony with the colour tone of the upholstery.

Because practically every vital part of The New President Straight Eight is built in Studebaker plants, outside profits are reduced to a minimum. What is saved is returned to the product in finer materials, precision workmanship of the highest type and in the addition of numerous features of design and equipment usually associated only with the highest priced cars.

OBJECTIONABLE FUMES.

In the design and maintenance of public-service vehicles it is of the utmost importance that attention be paid to a very common fault—that is, the emission of noxious vapours which can enter the vehicle.

Many complaints have been received, and even in connection with this matter the buses in London are not always entirely free from the objection, although, fortunately, exhaust fumes do not enter these to any great extent.

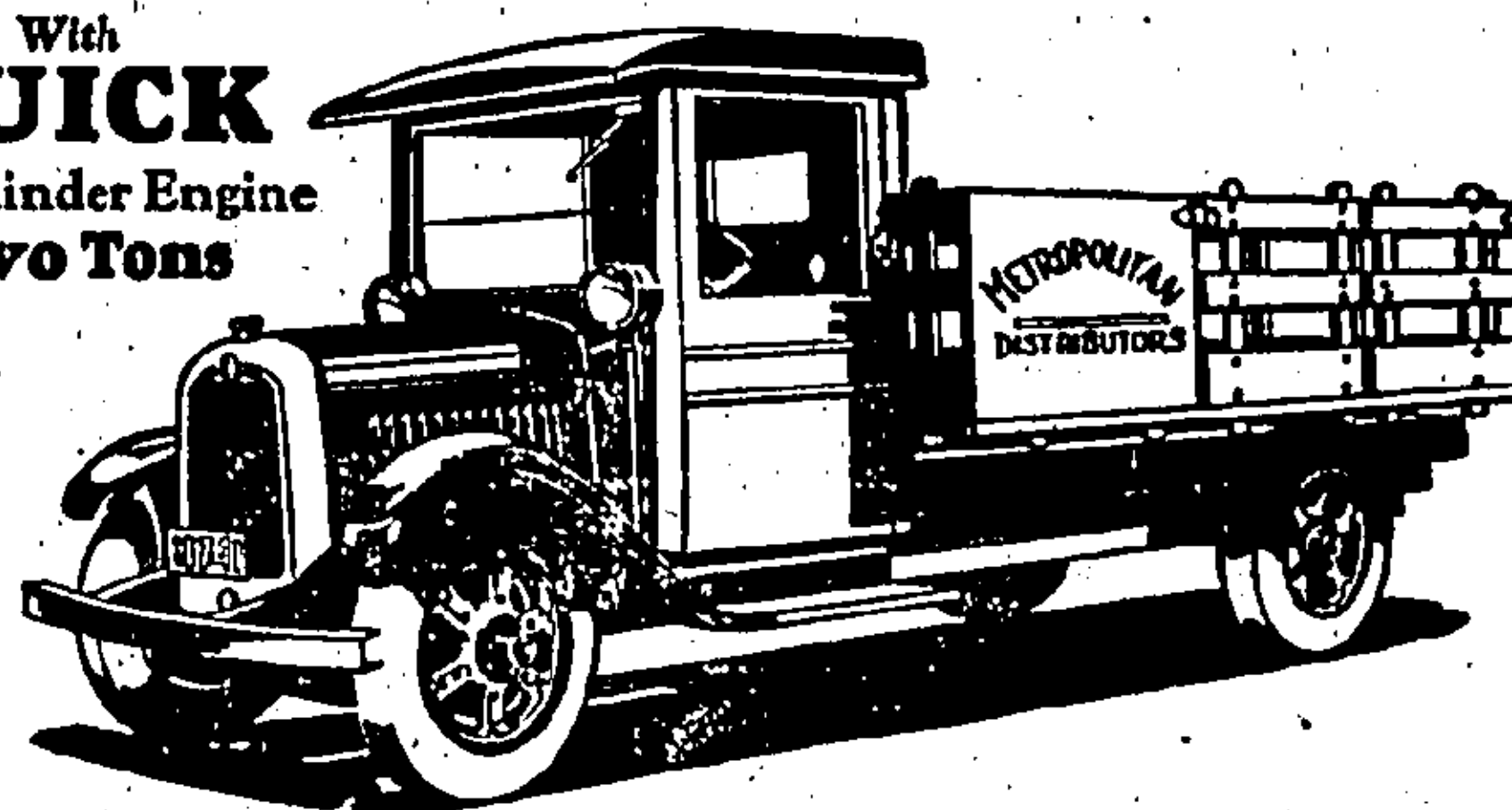
It is the belief of "The Commercial Motor" that the chief cause of the trouble is leakage of the gases somewhere between the exhaust manifold and the pipe leading from the silencer, and it is to these points that particular attention should be paid, especially when a vehicle is operating in the country, where runs are often long. It is not of very great importance if a passenger is not likely to be in the vehicle for more than a few minutes, but in cases where he may be riding for an hour or more the fumes are not only objectionable, but actually dangerous to health, for they consist of a mixture of carbon monoxide—a highly poisonous gas—carbon dioxide, which is also deleterious to health, and gases from burnt oil, etc., which, although not directly harmful, are certainly objectionable.

In the interests of all owners of passenger vehicles, as well as in those of the travelling public, a close watch should be kept, and any defective joints in the exhaust system be made good as quickly as possible.

ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY.

GENERAL MOTORS TRUCKS

With
BUICK
Six Cylinder Engine
Two Tons



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PONTIAC

Six Cylinder Engine
1000-lb. chassis - \$485
With Screen Body - \$760
With Panel Body - \$770
2000-lb. chassis - \$745

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BUICK

Six Cylinder Engine
Chassis Prices
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Two Ton - \$1950
(pneumatic tires)
(bevel gear drive)
Two Ton - \$2050
(solid tires worm-gear drive)

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2½ tons to 15 tons capacity
prices ranging from
\$3690 to \$5820
All prices f.o.b. Pontiac, Mich.

Whatever your need in haulage or delivery, we have the right truck for you in the complete General Motors Truck line. ½ to 15 tons capacity... In service that demands speed combined with endurance, flexibility with power, these Trucks with Buick six cylinder engines are setting performance records. Let us demonstrate!

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This latent power of the Chrysler is held in leash, just waiting for the opportunity to demonstrate its ability.

Chrysler offers you many distinguished body styles—the choice of exacting motorists all over the world. A roomy, easy-riding car, comfortable for short trips or long tours.

The New '52,' the Great New '62,' the Illustrious New '72,' the Magnificent New Imperial '80'—a car in each of the four price divisions—yet a Chrysler gives you much more than any other car in its class.

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Waihai!

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

OAKLAND.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PONTIAC.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

SINGER.—Gilman & Co., 4a, Des Vœux Road Central.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WHIPPET.—Gilman & Co., 4a, Des Vœux Rd., C.

WILLIS-KNIGHT.—Gilman & Co., 4a, Des Vœux Road Central.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Vœux Road. C.1067.

ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER TESTS.

TO PROVE ENDURANCE AND SPEED.

A HOUSEHOLD WORD.

A statement by the President of the Studebaker Company reads:—As a result of hundreds of engineering and proving ground tests and comparisons of competitive cars made during the first eight months of 1927 Studebaker engineers convinced themselves that Studebaker cars were superior in endurance and speed to any competitive cars on the American market. To demonstrate and prove publicly the truth of their convictions was most desirable and, consequently, numerous test runs and races resulted. The Commander made two spectacular records. In September it established a new cross-continental record from New York City to San Francisco Bay of 77 hours and 40 minutes, beating the previous record held by a much higher priced six by 2 hours and 20 minutes. In October-November it established a "World's record for automobiles of any kind" at the Atlantic City Speedway by running 25,000 miles in 22,938 minutes. These marvellous performances proved conclusively the strength, dependability and speed of The Commander, which stands unrivalled as "The World's Champion Car."

Other records made in 1927 by The Commander, gave Studebaker official title to all endurance and speed records for fully equipped stock cars regardless of power, size or price. No other automobile manufacturer has ever held all of these records at one time.

The details of the World's record performance of The Commander at Atlantic City are related in this booklet. Its other records and those of The Director and The Erskine are described in other printed matter which will be furnished upon application to any Studebaker dealer.

The name "Studebaker" is a household word. The broad principle upon which Studebaker business is conducted, and upon which it has prospered for seventy-six years, now grounded upon tradition, insures satisfaction to everybody who deals with the House of Studebaker.

IN EUROPE.

POPULARITY OF THE PACKARD.

America has obtained a lead in the art of manufacturing fine automobiles that will never be overcome by the rest of the world in the opinion of Oscar Cupper, distributor for the Packard Motor Car Company in Germany. The popularity of America's best cars is growing in Europe he says.

"The picture with the American small car, I believe, is somewhat different," said Cupper, while on a visit to the Packard plant in Detroit. "Europe is girding now for a real fight to wrest the small car business from the European market away from the United States. The fine car market, however, can never be taken away from America."

Cupper was for many years a well-known race driver in Europe. He was in the automobile business in England for a number of years and has been closely associated with all branches of the industry in several other countries of Europe. His observations are based on first hand study of conditions both in England and on the Continent.

"Each country has some particular industry in which it excels over the rest of the world," Cupper continued. "England beats all other countries in the manufacture of cloth. No other country can equal France in the making of silks; Belgium excels in laces and Germany in dyes. America has the rest of the world beaten in the manufacturing of fine motor cars."

"Tariffs on American automobiles raise their cost in nearly every European country up to the point where they have to compete on a car to car quality basis, with the American cars winning through their sheer excellence. The Packard car is of the type which will retain its grip on the European market. The Packard is more comfortable than European cars to drive. It is less noisy and has more power and better acceleration. One may drive all day in a Packard and feel normal. When one drives all day in the average European fine car he is fatigued."

"The European market for automobiles is growing more important steadily. General economic conditions are improving greatly. People have more money and are more prosperous in every way. They are learning something about better living—this largely through knowing more and more about America and the American mode of living. They are demanding automobiles and getting them. Roads are good and growing better and the nar-

KNIGHT TYPE.

POPULARITY OF DOUBLE SLEEVE MOTOR.

NEW SALES FIELDS.

"There is a steadily increasing sales field for a Knight sleeve-valve motor car of more than ordinary road ability and comfort and with more than usual motor performance, built to a reasonable size and sold at a reasonable price."

"In this sales field the Falcon-Knight Six occupies a distinctive position and is participating in an increasingly large percentage of sales."

This was the statement of John A. Nichols, Jr., president of the Falcon Motors Corporation in commenting on the progress made by the Company during its first year in the automobile industry.

"Entry into the business of manufacturing and selling motor cars, by the Falcon Motors Corporation, was made only after a careful study of what might be expected from the type of car we had decided to build."

"We found that the interest in the Knight sleeve-valve motor had been increasing for a long period. Motorists in general expect more from a Knight power plant than from other types of motors."

"The manufacture of Knight double-sleeve motor cars in the U.S.A. as well as in Europe had been confined to the higher price ranges."

"Rather than enter into competition with cars already established in these classes, we investigated the possibilities of furnishing a Knight motor car in a lower price range than had ever been occupied before."

"Such a car must necessarily be reasonable in its size. It could not be equipped with a Knight engine without rendering the service which has become an accepted part of this type of engine construction."

"Our engineering staff set about to see what could be accomplished in the way of building such a car."

"Finally, it was through rigid economy and high efficiency in manufacturing procedure that the way became clear."

"Response to the efforts of the organization was immediate, not only from the general motor car buying structure of the country but from the dealer structure as well."

"In no manner have we ever tried to put the Falcon-Knight Six on a price competition basis in its class."

"The price was determined by what we discovered could be done rather than by what we felt we might have to do to make sales."

"The sales came and in larger volume than we had anticipated. They have been steadily maintained on a basis of increase totally in accord with increase in our manufacturing facilities."

"The Falcon-Knight was accepted by the general public as something which it wanted and the matter of price has rarely ever been discussed by purchasers."

"With a production schedule set for 1928 which will represent three times as many cars as we built in the nine months in which we were making deliveries in the past year, and with this schedule based on conservative estimates from our dealer organization, 30,000 Falcon-Knight cars for this year will give an indication of the sales field which is open."

MOTORIST'S DEFENCE

NOT IN CHARGE OF CAR IF ASLEEP.

That a man asleep in a motor-car could not be said to be in charge of the car was the defence put forward by a Sheffield solicitor at the City Police Court when Willie Dalton, of 214, King James-street, Sheffield, was charged with being drunk in charge of a motor-car at 1.15 on the morning of February 18.

A policeman said he saw the car with the lights full on and Dalton asleep across the seat. He had difficulty in waking him, and was of opinion that he was drunk. At the police station Dalton went through most of the tests satisfactorily.

Dalton said he had been at Huddersfield all day. When he arrived back in Sheffield he had six ciders, after being teetotal for nine months.

The police doctor said the alcohol test showed a content equal to ten small whiskies or five and a half pints of beer. Good cider was equal in content to beer.

Dalton said he drove the car to the road where he was found, which was a quiet one, when the petrol ran out. He then went to sleep. He said he had done the best thing under the circumstances.

The charge was dismissed, but Dalton had to pay £5 12s. 6d. costs.

row streets of European cities are giving way to broad modern highways."

OIL.

A WAKEFIELD'S MAN'S DICTA.

AFTER 500 MILES.

If the instruction, "Do not exceed 25 m.p.h. for the first 500 miles" has been faithfully fulfilled, the oil should be in sufficiently good condition to continue its use for a further 500 miles, but no hard and fast rule can be made whether the oil should be drained at this or any previous period during the early life of the car. The oil acts as scavenger as well as a lubricator during the whole of its life, but its scavenging action is particularly pronounced during the first 500 or 1,000 miles. During this period the bearings are being run in and the piston rings are becoming better lapped; consequently tiny particles of metal are transferred to the oil in the sump. The continual flushing of the oil over the sides of the casing removes particles of sand which have been used in the moulds when the castings were cast. These tiny particles of sand and metal are liable to be carried round the system with the oil. Being hard they are abrasive, and can do an incalculable amount of harm. It becomes necessary, therefore, to remove them as quickly as possible. If an oil filter were fitted to the car, of a more efficient nature than the ordinary gauze strainer, they would be removed automatically as they were dislodged. In a future article the subject of oil filters and air filters will be discussed; so, for the time being, we will assume that an oil filter is not fitted, and the only means, therefore, of removing these tiny particles is by draining the oil from the engine.

Advice On Oil Draining.

The most satisfactory way of draining the oil from the engine is to run the engine until it is thoroughly warm, and then open the drain plug and allow the engine to drain for some hours, "turning the engine over" with the starting handle occasionally during this period, to assist in the draining of the oil from various parts of the engine. The custom of flushing the crankcase with paraffin oil is not a good one. The paraffin certainly washes away the oil, and probably any remaining particles of foreign matter, but unfortunately there are pickets in which it can remain, and if left in these pockets will dilute the oil to a degree which reduces the viscosity, and, therefore, its pressure-resisting power to a limit at which it is unsafe to run the car without the risk of piston seizure or the running of the bearings. The better method is to put in a fresh charge of oil; run the engine until thoroughly warmed and drain, and then refill with new oil to the proper level. The flushing oil need not be considered as waste; if it is allowed to stand undisturbed for a week or more, any suspended particles will have settled out, and the oil will be perfectly safe for make-up as the engine requires it. Such oil should be strained through very fine lawn before it is used. Little points of detail such as this are well worth following, and old practices, such as washing out with paraffin, should never be used, except when the whole engine is a drift and the parts can be properly wiped with a suitable wiper—suitable, because very frequently unsuitable wipers are used. The well-known engine cloths are not recommended for this particular purpose, because they contain fibres which are very readily held on to the rough surfaces of a casting. These fibres are not readily seen by the naked eye, and even if they were they might be passed by the unskilled hand. They remain on the surface until the oil flushes them off, and gradually they are caught in the gauze filters, where they act as a choke to the oil flow, and may even be sufficient to cause oil starvation and bearing trouble.

Major and Minor Functions.

The life of the oil at this stage should be normal. That is to say, it is called upon to perform the functions for which it was originally designed, the chief of which, of course, is to reduce friction between the moving parts. If this were its only function the problem would be a comparatively easy one, because nature has supplied oils of a sufficiently good quality for this particular purpose. Unfortunately, however, the oil in a petrol engine is called upon to perform other functions, such as conveying heat away from the bearings and pistons. It is, perhaps, this cooling power of the oil which embarrasses the oil most, not directly but indirectly. Oil is not as good a cooling agent as water, because it has only about half the specific heat of water per unit of weight, and oil being so much more viscous than water, even at the working temperature of the engine, they laboured—E. A. Evans.

QUICK STARTING.

NEW DEVICE ON WELL-KNOWN CAR.

FOR COLD WEATHER.

During the recent cold weather in the United States, the Falcon Motors Corporation conducted a novel test to prove their laboratory work in developing a car that would operate perfectly in the lowest temperatures. Ten new Falcon-Knight cars were allowed to stand for hours in zero weather and frequent starting tests were made with stop watches. This open-air test followed an extensive programme of experimental work in refrigeration room, to develop the full possibilities of the Knight sleeve-valve motor for instant starting at the lowest temperatures.

Officials of Falcon Motors Corporation stated that every car in this open-air test took less than three seconds in starting with the mercury at zero. When the temperature rose to ten above zero these cars started in one second. It is claimed that laboratory tests in the refrigeration room show that the Falcon-Knight car will start in five seconds with the temperature at ten below zero.

In commenting on the importance of cold weather starting, Falcon engineers say that the Falcon-Knight sleeve-valve motor maintains a perfect balance with the starting unit, and with the use of the electric Fuemer, which is standard equipment on this car, the gas is fumed instantly after pressing the starter button. This Fuemer is automatic, and connects and disconnects with pressing of the starter button. There is also a thermostat in the Fuemer which automatically breaks the electric connection above fifty degrees temperature.

It is pointed out by Falcon engineers, that the temperature in carburettors is always twenty degrees below the outside temperature, due to the evaporation of gasoline. Thus, when the outside temperature is zero, the temperature within the carburettor is twenty below zero at the time of starting a cold motor. It is, therefore, very important to develop a motor and carburettor to overcome this low temperature and start quickly to prevent excessive use of raw gas which results in crank case dilution.

THE MECHANICS OF IT.

"Have you had a smash?" asked the keenly observant pedestrian as the professor ruefully examined the battered lamps and crumpled radiator of his new car. "Dear me, no! I was merely testing the peculiar effects of suddenly applied dynamic pressure on a limited contact area of a semi-rigid body." "Contact" in "The Motor."

good as water. This means that, when the oil is flowing over the hot surface, the heat is transmitted rapidly to the film immediately adjacent to the metal, and may become very hot in this localised area, but the heat is not transferred readily into the bulk of the oil. Therefore, the mean temperature of the oil does not necessarily indicate the maximum temperature to which the oil may have been heated at any one moment. The mere heating and cooling of the oil will not affect it, but oil of whatever nature has a strong affinity for oxygen, especially when hot. The oil will combine with oxygen at any temperature, but the rate at which the combination takes place is increased with increased temperatures. The resultant products are called products of oxidation.

The Goal in View.

The products of oxidation are manifested in the darkening of the oil when in use, the formation of deposits in the crankcase and the formation of the so-called "carbon" on the piston and the cylinder head. The production of an oil to withstand oxidation and yet have sufficient strength to resist pressure is the goal of the manufacturer of lubricants. The problem is an immense one, and however much we may be told that a particular brand of oil will not produce "carbon," the fact does remain that deposits in the crank case still occur, and every petrol engine has to have its head removed periodically to remove the so-called "carbon." In fairness to the manufacturer of lubricants it must be admitted that great progress has been made in the production of oils which are excellent friction reducers, and are giving infinitely longer service than the available oils did only a few years ago, especially bearing in mind the extra work and more arduous conditions under which they laboured—E. A. Evans.

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1928 BUICKS.

REFINEMENTS IN MANY.
SIMPLIFICATION.

Buick's efforts to simplify the operation of its cars meets with general appreciation. This year, Buick specially stresses the fact that every control device is placed within easy reach of the driver, an arrangement which makes the 1928 Buicks exceptionally easy to handle.

The light controls, formerly located on the dash, are now centered in a single lever at the top of the steering post, under the horn button. This lever turns the headlights on and off, switches them from bright to dim and operates the parking lights. Illumination of the instrument panel is provided by a small lamp concealed in a recess above the instrument board. A three-way switch, accessible from the driver's seat, operates this lamp, which may be made to illuminate the instruments, indirectly or to throw its beam out into the front of the car.

The steering wheel is entirely new, the principal feature of its design being slenderness, which adapts it to small feminine hands as readily as to the large hands of men. The steering post is pivoted at the bottom, so that it may be raised or lowered to meet the individual driver's requirements.

The transmission lock is eliminated, and is replaced by a new two-way lock at the junction of the steering post and dash. This lock, operated without slopping or reaching, controls both ignition and steering. A special safety feature, however, permits the engine to be shut off without locking the wheel. This allows the driver to coast and still retain control of his car. The new lock is effective even if the driver parks with wheels cramped to the curb, as on a hill. The moment a would-be thief straightens the wheels the tumbler snaps into place, making it impossible to drive.

Owners have also been enthusiastic in their comments on the improved vision from the driver's seat. The windshield is both wider and deeper, affording a more sweeping view of the road.

A thought behind numerous refinements in the driving compartment, Buick engineers explain, was to extend the car's usefulness by adapting it to the needs of a maximum number of individuals. Other advances in a notable programme of improvement include new low lines, achieved by the double-drop frame, new colours and upholstery, new riding comfort, to which four hydraulic shock absorbers in conjunction with re-designed cantilever springs and deep cushions contribute, and several improvements in Buick's six cylinder valve-in-head engine, which is quieter and more powerful than ever before.

SHORT CIRCUITS.

Need There Be Any Electrical Fire Risks?

The recent remarkable experience related by a motorist who found his switchbox on fire, which resulted in its destruction and might have destroyed the car, prompts "The Motor" to ask why should there even be a chance of such a dangerous occurrence? It really points to the fact that electrical equipment, despite its great development in efficiency and convenience, is not in every case strictly fireproof, and in the interests of popular motoring, and also that of the manufacturers of such equipment, it would be well to eliminate the dangerous factor, whatever it is.

A battery is essential to the equipment, and the energy it contains is instantly convertible into intense heat, given the simple condition of a short-circuit. It is an inherent property of the battery and cannot be eliminated or altered; otherwise it would not perform its functions. The crowding up of connections in switchboxes and insufficient isolation of the positive and negative sides of the circuit are criticisms that previously have been pointed out.

It should not, however, be impossible to construct a really fireproof switchbox, considering the very low voltages which have to be provided for. Of course, it is not the voltage that does the damage, but the current, and a short-circuit, which in effect is "across the battery," may mean that anything up to 100 amperes of current is forced through a cable calculated safely to carry 10 amperes—if so much. Anyway, the wire becomes red-hot and sets fire to the insulation. A main fuse can be used to protect all wiring with the exception of the starter cable, which in any case ought safely to carry more current than the battery can discharge on short-circuit.

What objection, also, is there

AUTO SALON.

BIG GATHERING AT GENEVA.
FIAT FEATS.

On March 18 the "Automobile Salon" was inaugurated at Geneva and all the world-famous Manufacturers were represented, it may therefore be considered one of the most important European exhibitions. After the opening ceremonies, at which were present the local authorities and a large public, this Exhibition was officially opened to visitors.

The centre attraction to the whole public was the new 6 cylinder Model 520 which was greatly admired, drawing large crowds around the stand all day.

At Geneva, on the same day, the National and International Flying Kilometre Race took place; the most well-known European Companies participated in the test, which was won by Fiat, in the minor cylinder capacity class.

In the National Race for touring cars (class 750/1000) Rover won at the wheel of his 9-Fiat, covering a kilometre in 7.48/100 at the average speed of Km. 96.050.

In the class 1100/1500 c.c. the honours again went to another Fiat driven by Schleibler taking 32.40/100 at the average speed of 111.111 and also Cornara won the International Race with his 509 Fiat, in the minor class, at the average speed of Km. 96.700.

The classification according to class is as follows:

National Race.
Touring Cars: Class 750/1100—Rover (Fiat 509) in 37.48/100, average 96.050; Class 1100/1500—Schleibler (Fiat 509) in 32.40/100, average 111.111; Class 1500/2000—Keller (Bignan) in 36.24/100; Class 2000/3000—Tomassini (Talbot) in 34.10/100; Class 3000/5000—Buttiker (Martini) in 30.38/100.

Sports Cars: Class 2000/3000—Favre (Alfa-Romeo) in 22.23/100; Class 3000/5000—Freuler (Slyr) in 21.82/100.

Racing Cars: Class 1000/1500—Korner (Bugatti) in 22.99/100; Class 1500/2000—Probst (Bugatti) in 20.97/100; Class 2000/3000—Heusser (Bugatti) in 19.74/100.

International Race.
Sports Cars: Class 750/1100—Cornara (Fiat) in 37.26/100, average 96.700; Class 1100/1500—Galley (Ceirano) in 34.64/100; Class 3000/5000—Freuler (Slyr) in 23.57/100; Class 5000/8000—Wentzel (Mercedes) in 21.10/100.

Racing Cars: Class 750/1100—Martin (Amilcar) in 20.3/100; Class 1100/1500—Countess Einsiedel (Bugatti) in 24.17/100; Class 1500/2000—Probst (Bugatti) in 20.74/100; Class 2000/3000—Heusser (Bugatti) in 20.4/100.

CAN YOU BEAT IT?

A lady came to get her car—I'd looked it over well, And found it fine. And so I thought Her worries to dispel.

"Now, tell me, please," the lady said, "My car's exact condition." Here's what I told her, and I ask If I should feel contrition:

"Your differential's full of grease; Your crankcase full of oil; The radiator is so full It simply cannot boil.

"The thermostat keeps opening. When it begins to heat; The spark plugs are not carbonised; Your breaker points don't meet.

"I cannot hear the tappets much; Your valves don't seem to stick; The steering wheel seems plenty loose; The brakes look pretty thick.

"The battery plates are covered up; Your tyres are full of air." I heard a gasp. I looked and found The lady in despair!

"The pistons are not pumping oil; The gas cannot slip down; The rings are tight, the—" Here it was I saw the lady frown!

"O, stop! I've heard enough," she cried. "Is nothing on it right? It runs so beautifully, you know. And looks so new and bright."

"I can't believe there's all that wrong; You don't need to repeat it. And out she went indignantly! I ask you, can you beat it?" —Madge Smith.

to an isolating switch to cut the battery off from the wiring? True, it means one more switch to manipulate, but many car owners would feel that the car was all the safer if on putting it away there was no danger of an electrical fire starting.

COMPONENTS.

HOW TO STUDY THEM.
THE SMALL THINGS.

We all know the motorist, otherwise brilliant, who becomes embarrassed at the first mention of a valve tappet, and who, when advised to check his compression will efface himself. It is not everyone who is endowed with a mechanical turn of mind, but if a motorist can have the courage to drive a motor vehicle under modern traffic conditions, and survive the ordeal, there should be sufficient of the philosopher about him to grasp the essential principles of his particular means of locomotion.

To endeavour to persuade every motorist to follow the history of the internal combustion engine from its vague inception down through the subsequent years of development would be waste of time. Full of interest and instruction as this history is, the ardent novice will greatly prefer to devote his time and energy to the throttle pedal; but I do not consider a motorist worthy of his designation until he knows why the opening of the throttle means added speed, and grasps the full significance of his car's specification.

An Understanding.

In the matter of specifications, any wise man will make himself conversant with their meaning long before he makes his purchase. The motor car catalogue may not convey all that the intending motor owner is likely to want to know, but if he can study it intelligently he will at least be able to decide quickly if that particular brand of car is worth further investigation.

In the first place there is horsepower. Years ago it was decided that a strong horse could lift 550 lbs. to a height of 1 foot in 1 second, and upon that basis the brake horse power is now applied to an engine capable of resisting an equivalent amount of braking power. The brake horse power of an engine is a definite development, and can be relied upon; but rated horse-powers are only nominal, they being introduced for the purpose of rough-and-ready classification, and now only serving the purposes of certain taxation and competition. When an English car is styled as an 18-35 h.p. model it may be assumed that the rated horse-power is 18, and the brake horse-power (b.h.p.) 35. This, however, should always be confirmed, for there is no law governing the styling of car horse-power.

By this, I mean that although the first figure may be more or less the rated horse-power, it is possible that the 35 does not represent the brake horse-power at the maximum practical revolutions of the engine. Most catalogues supply the definite facts. In any case, they should always be obtained. In quoting horse-powers American cars almost invariably nominate the b.h.p. at the highest revolutions.

The number of cylinders is self explanatory. After the number it is usual to give the dimensions, or bore and stroke, in millimetres or inches. The bore measurements represent the diameter of each cylinder, and the stroke signifies the distance between the highest and lowest position of the piston when travelling in the cylinder.

Some Engine Systems.
Engine capacity, expressed in cubic centimetres or inches, indicates the volume of air displaced by the tops of all the pistons during a complete revolution of the crankshaft.

"Overhead" or "side" arrangement of the valves are terms which explain themselves. When super-imposed inlet valves are specified, it may be understood that normal side exhaust valves are provided, with the inlet valves arranged immediately above them.

Engine-cooling systems may be designed for air, water, or oil. Where air-cooling is provided the temperature of the cylinders is kept down to some extent by the formation of fins upon them, air being directed on to them so as to carry away the heat. Water-cooled cylinders have jackets cast around the heads and barrels. These are filled with water which circulates through a radiator, while air passes through the latter. Thermo-siphon systems rely for circulation upon the physical property of hot water to rise and cold to fall. Pump circulation means that circulation is both forced and regulated. Oil cooling has been employed in one engine whose head was cooled by air, but whose cylinder barrels projected in the crankcase.

Methods of Lubrication.
Lubrication systems are not difficult to understand, but one should insist upon details if these are not supplied in the catalogue. For instance, forced lubrication is a term that should be confined to all engines whose principal bearings are

fed with oil under positive pump pressure. But the term is loosely employed at times, and I have known it to be applied to lubrication systems forcing oil only to the main crankshaft bearings; the big-end bearings relying upon a splash system for their lubrication. A combination of the two is good practice, but no system can be named "forced feed" unless all the main bearing system is lubricated under pump pressure.

Splash lubrication is effected by dippers on the big ends. As each crank takes its lowest throw (when its piston is at the bottom of the cylinder) the dipper dips into an oil trough, and as it swings upward it carries a "splash" of oil in its wake. Two of the greatest drawbacks to the employment of the splash system only are that when high engine speeds are indulged in the increased supply of splash-fed oil to all frictional parts is not commensurate with the engine's requirements, and that when a car is labouring on a hill and calling for a full supply of oil, the troughs are not level, and there is less oil available than on the level. The Daimler Company overcame this deficiency by an arrangement which arises the troughs in the same degree as the throttle is opened.

The lubrication method, whereby the fly-wheel's periphery (circumferential face) draws oil from a trough and distributes it through ducts to working parts of the engine, is also referred to as a splash system, and occasionally as centrifugal circulation.

Crankshaft Details.

The number of main crankshaft bearings is important. Every crankshaft has a bearing at each extremity, so that a three-bearing crankshaft has one additional support in the centre and an eight-bearing crankshaft six intermediate supports. But it is not always the crankshaft with the most bearings that is the most efficient. Of more importance is the material, construction, weight and dimensions of the shaft and its bearings, and their adaptability to the rest of the engine's design. What is mostly required is a perfectly balanced crankshaft that will rotate at high speeds with sufficient bearing surface to dissipate heat, and one that is not too long—otherwise "whipping" and torsional vibration are likely to occur—and one that is not too sturdy—or it will add too much weight to the engine. The Rickenbacker principle of a fly-wheel at each end of the crankshaft (tandem flywheels) has the effect of reducing torsional vibration or "twist" by half.

The clutch is an important item too. The most commonly-named types are cone disc, plate and multi-disc. A cone clutch has a cone-shaped member of large proportions. This is fitted with friction material and engages with the inside of the flywheel rim. An inverted cone clutch has still better advantages, although in principle it is the same. When the latter type of clutch is disengaged it travels forward. The plate clutch explains itself. A friction plate on the movable member engages with a fixed plate on the flywheel. This type can be either "dry" or "wet"; the latter requiring a bath of oil in which to run. The multi-disc clutch is a type consisting of a number of small discs engaged with others on the clutch shaft.

Gearbox and Backaxle.

Unit construction implies that engine, clutch and gearbox are built as a single unit, whereas "separate gearbox" means that engine and gearbox are built and mounted independently in the chassis frame.

Ratios should always be quoted with gearbox details, as they are very important considerations. In a 3-speed gearbox a good general basis to work on is 16 to 1, 8 to 1, and 4 to 1. Four to 1 is rather a high top gear ratio for such a country as South Africa, but performance is the main thing. It should be more generally known that top gear is direct so far as the gearbox and propeller shaft are concerned. That is, the bevel pinion drive (when top gear is engaged) is rotating at the same number of revolutions per minute (r.p.m.) as the engine crankshaft.

The reduction is effected by the crown wheel which, in a 4 to 1 reduction, has four times as many teeth as the bevel pinion, and therefore take four times longer to make a revolution.

Very occasionally one hears of an "over geared top," a specification implies that the back axle ratio may be raised through the medium of special gearbox pinions.

Right hand or central control indicates that the gear lever is on the driver's right or left respectively. (This refers, of course, to cars having right hand steering.)

Generally speaking, the final drive is by either open or enclosed shaft. The former system is known as the Hotchkiss drive, and the latter comes under the torque tube principle. Their relative merits require special study.

Spiral-bevel drive is now almost universally adopted. This means that the teeth on the bevel wheels in the back axle are cut on the transverse, and are of helical or spiral design making for quiet operation. Worm drive is of either

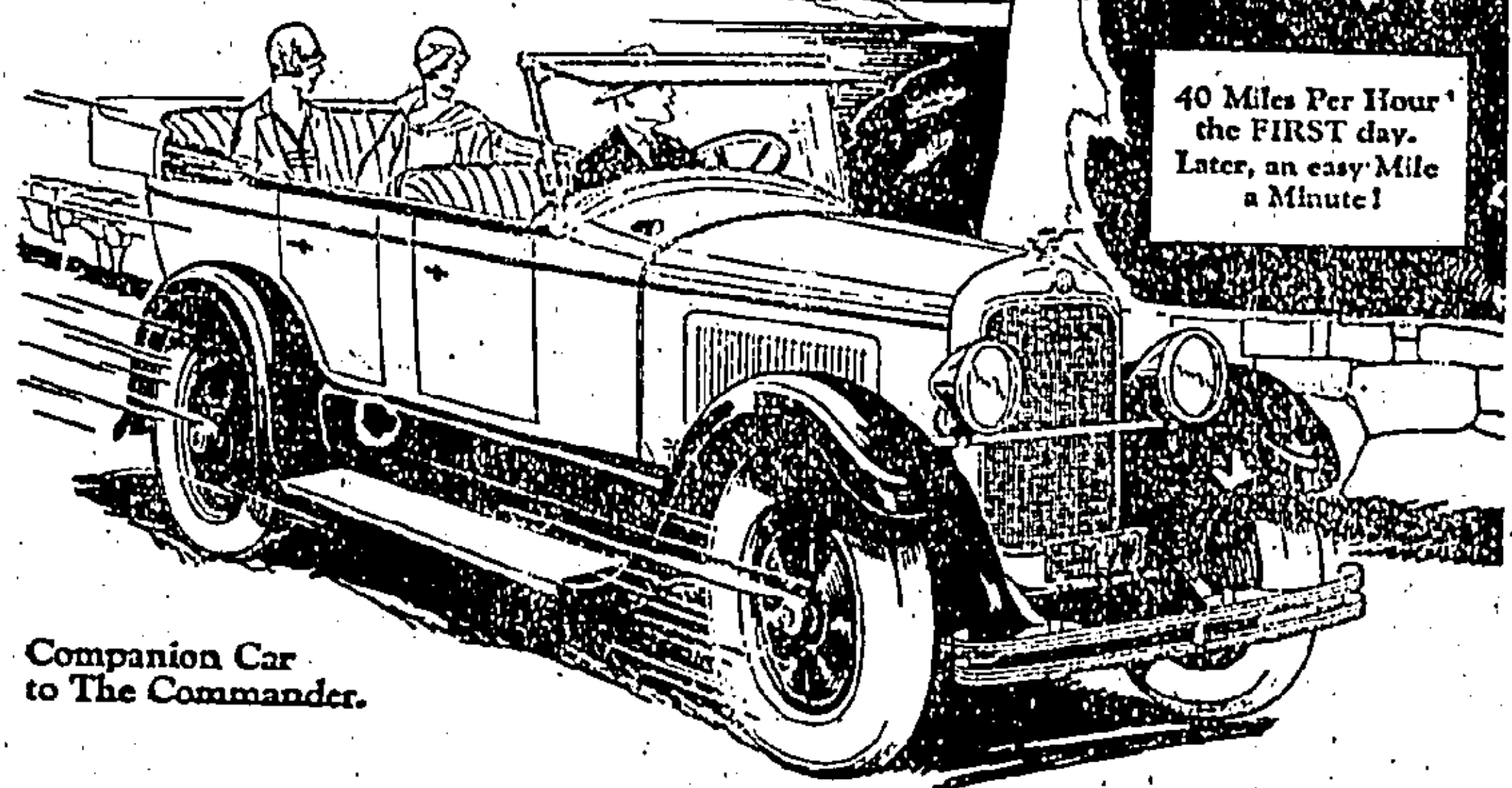
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overhead or underslung design, but the latter system is not always compatible with good road clearance.

Other specifications refer to the differential gear in the back axle. This system is now fairly general; otherwise the term "solid" axle is used. Braking specifications are usually self-explanatory the exception probably being "transmission brake," which refers to a brake in a drum somewhere on the propeller shaft. Suspension is also simple to understand.

Possibly the electrical equipment will confuse the novice. Separate unit equipment implies that the dynamo and starter motor are independent of one another, whilst a single unit is one in which a single form of mechanism operates the starting of the engine and also undertakes to charge the battery.

These simple explanations should help to make the study of motor car specification an interesting pastime rather than a dull proceeding.

A GO-ANYWHERE MOTOR-CYCLE.

"Motor Cycling" gives details in its current issue of a remarkable three-wheeled solo motor-cycle designed specifically for touring. (This refers, of course, to cars having right hand steering.)

Generally speaking, the final drive is by either open or enclosed shaft. The former system is known as the Hotchkiss drive, and the latter comes under the torque tube principle. Their relative merits require special study.

Spiral-bevel drive is now almost universally adopted. This means that the teeth on the bevel wheels in the back axle are cut on the transverse, and are of helical or spiral design making for quiet operation. Worm drive is of either

COMFORT.

A PROBLEM FOR ENGINEERS.

"Design as a factor in the competition between the road and rail services" was the subject of a discussion at the Design and Industries Association, 6, Queen-square, London. The chairman, Mr. John Glog, said: "We are concerned with comfort. We cannot say that we are against road or rail. We are simply in favour of vehicles of travel that are well planned, comfortable, and convenient."

Mr. Allen said that the modern locomotive engineer was aiming continually at greater efficiency and higher speeds. There had, however, been little change in certain features of basic design since the days of Stephenson. The problem was difficult because the locomotive engineer was hampered by the narrow limits in which he had to design. A locomotive might be compared to a power-house on wheels, but the power-house had the advantage over the locomotive that there was no reasonable limit to its area, the weight of its boilers, or the height of its chimney; all points of vital consideration for the locomotive engineer. The non-stop run from London to Carlisle showed, however, design was being used to create greater efficiency. This journey of five hours with no change of normal examination would not be practicable in any other country in the world.

An Inefficient Machine. Mr. Allen said: "I admit, however, that there is no doubt that the locomotive is an inefficient machine. We have got to get a substitute for the present system of wasting steam. At present the

highest overall thermal efficiency is no more than 8 per cent. under the best conditions as opposed to 20 per cent. in a well-designed power station. Electrification would mean too radical a change, and it could be effected only at a vast capital cost. Locomotive engineers are fully alive to competition, and in their design they are seeking to meet competition in the increased efficiency of their creations."

Mr. Bassett Lowrie showed a very interesting series of slides of the interiors of the new London Midland and Scottish Railway vestibule cars. All unnecessary decoration has been eliminated. There is Pullman comfort, even in the third-class coaches, and the discomfort of faulty ventilations has been met by the use of louvered glass ventilators.

Mr. George H. Lanchester said: "If you want comfort you do not go by train. Road travel has the obvious advantages of mobility. In a car you can stop where you like without being fined \$5 for doing it. In the matter of comfort the railway engineer has an advantage. The train runs on a level track, and the suspension problem is an easy one, but the result is in favour of the road car. The automobile engineer has had to develop a type of spring which has had to develop a type of spring which will cover a much wider disturbance than the railway coach ever has to meet." Mr. Allen referred to thermal efficiency. "I would like to point out that a good internal combustion engine will give 28 to 27 per cent. efficiency as opposed to the locomotive's 8 per cent. There is no question that road traffic, though still in its infancy, will become a very serious competitor to a certain class of railway traffic."

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FURTHER DETAILS.

Miss Nancy Miller, of America, is now, to quote her full title, her Highness the Maharane Shar-mishtabai Holkar, a member of one of the most famous ruling houses in India, and the recognised wife of the ex-Maharaja Sir Tukoji Rao Holkar of Indore.

The transformation began with the Nasik conversion to Hinduism, and was completed in the picturesque station of Bur-waha, where Sir Tukoji Rao has his palace, which provided the headquarters for the ceremonial. At Nasik she became a Hindu with the name of Devi Shar-mishta. At a caste dinner she was accepted into the Dhanger caste, to which Sir Tukoji belongs, and later was officially recognised as a member of the Holkar family in the presence of the senior Maharane, her mother, and the mother of the ex-Maharaja's second wife. Adopted as daughter by a retired Colonel of the Indore State Army, she became at sundown the ex-Maharaja's third wife.

In a wonderful sari, which glistered with jewels, she made an almost regal figure as she sat beside the bridegroom in the marriage pavilion, her hair fastened with an exquisite tiara, round her neck strings of valuable pearls, on her wrists pearl bracelets clasped with diamonds, in striking contrast to the plain green glass bangles, which are inseparable from a Maharatta marriage, relates the "Morning Post."

Killed Pipers.

Her face was almost deathly in pallor. It was a most fatiguing day for a Western girl unaccustomed to the ways of the East, beginning soon after midnight with a round of ceremonies which twice encircled the clock.

There were the usual preliminaries to the marriage, such as bathing in oil, the formal request for the hand of the bride, and the bridal and bridegroom's processions, led by killed pipers. The actual marriage service lasted well over an hour. At first the couple partook of water together, then sprinkled each other with rice. The tying of the holy knot was an impressive moment, and with intertwined hands they swore faithfulness to each other. All this happened within a circle of white thread, held by leading ladies of the caste.

Then the senior Maharane and other principal ladies of the Holkar household paid their respects to the new Maharane, while the chief officiating priest chanted for a whole hour hymns and mantras.

The wedding passed off with no hitch and Sir Tukoji, in an interview, expressed himself as delighted with the reception he and the bride had received. They intended going to Indore for a visit of a few days. Their subsequent plans are at present uncertain, but a prolonged stay in India is unlikely, as it is their intention to return to Switzerland as early as possible. There the new Maharane will undergo an operation for appendicitis.

"I only ask for fair play," said Sir Tukoji in an interview with Pressmen. "I have not been fairly treated. There has been much misrepresentation, but I feel that I have a definite mission in life and hope with the assistance of my wife to be of service to India."

Lady Noble, widow of Sir Andrew Noble, was 100 years of age last month. Lady Noble and her husband, the expert on guns and ammunition at Elswick Works, Newcastle, were, in the 'eighties, among the most popular of northern hosts. Since Sir Andrew's death in 1915 Lady Noble has entertained a good deal. Princess Marie Louise being one of her recent guests. Lady Noble was born in Quebec. She was in the sailing-ship "Canadian," which was wrecked on a berg in the Gulf of St. Lawrence, 37 lives being lost.

SCURVILY TREATED.

MR. ALOIS HARTIG'S EXPERIENCE.

DISILLUSIONED.

Mr. Alois Hartig, a German citizen and expert builder of aeroplanes, as well as a skilled pilot, has learned to his sorrow the difference between an offer of employment from the Nationalist Government and securing employment by them.

For quite some time Mr. Hartig resided in Manila, where he was engaged as an aviation engineer. His term of employment there having expired, he got word of Nanking's need of skilled men in connection with their experiments in aeronautics. He got in touch with the head of the Chinese Nationalist Party in the Philippines, and expressed his desire to serve the South as aeroplane expert. Mr. Wu Chi-ko, the head of the Philippine Branch, together with Messrs. Ho Tsu-chi and Shen Tsu-chiu, members of the executive committee, thereupon supplied him with a very flattering letter of introduction to the War Council of the Nationalist Government. Goes to Shanghai.

In due course Mr. Hartig arrived at Shanghai, presenting himself at Hungjiao Aerodrome. That he made a favourable impression and was at least tentatively employed, is borne out by a letter authorising inspectors and others on the Shanghai-Nanking Railway to allow him free passage as a government employee, on his way to Nanking. This letter speaks of Mr. Hartig as "the newly appointed engineer," and goes on to say that, as the new employment certificate has not been issued to him, the said letter shall be accepted in lieu of, and as such certificate.

Made of Shuttlecock.

Just what view Nanking took of Mr. Hartig's appointment as engineer, is not quite clear. At any rate, the office of the War Council referred him back to Shanghai. Shanghai, in turn, promptly referred him back to Nanking. Nanking lost no time in making its expected move, and back went Mr. Hartig to Shanghai. Although he acquired an excellent idea of the scenery along the road between the two cities, the constant journeying back and forth began to pall on him. He concluded that his "appointment" as engineer had a stout string to it, and that he was unlikely to get any further than a free pass on the railway. Accordingly, he resolved to quit.

TO THE MAN WHO WANTS TO SUCCEED.

You may be the greatest genius the world has yet seen; your business acumen may exceed that of any other living man; but this will avail you little or nothing if you are sickly and cannot attend to your daily work.

Without good health success is impossible. To attain success, then, means first of all conserving your health. To do this, you have but to fortify the system to ward off disease, to re-inforce those natural processes which, because of the stress and strain of modern existence, do not always function to best advantage.

The rational use of a tonic when feeling "below par" or when you begin to lose interest in your work, commends itself to the intelligent. The tonic you want is one that will benefit you permanently, and not merely stimulate you for the time being. Dr. Williams' Pink Pills for Pale People are such a tonic. They restore natural vigour by re-inforcing the normal functions of the human system. They are the prescription of an experienced and qualified medical practitioner and have been eminently successful as a remedy for anaemia, debility, nervous ailments, also for the disorders of women, for over a long period of years. Your chemist can supply Dr. Williams' Pink Pills, or post free at \$1.50 per bottle, 6 bottles for \$8, from The Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

KNIGHTHOOD!

CONFUSION OF NAMES AMAZED SOUTH AFRICA.

WILLIAM JAMES WANLESS.

"The King has been pleased, by Letters Patent under the Great Seal of the Realm, bearing date the 5th ult., to confer the dignity of Knighthood upon William James Wanless, Esq."

This announcement, published in the "London Gazette" caused amazement in South Africa. Mr. William James Wanless is general secretary of the South African Labour Party, which 12 months ago, in agreement with the Nationalist Party under General Hertzog, the present Premier, adopted a motion petitioning the King not to confer titles on his South African subjects.

"Some Mistake."
"It certainly seems an extraordinary thing," said one of the colleagues of Mr. Wanless. "We think that there must be some mistake."

The "Daily Express" was able to supply the explanation. There are two men named William James who also possess the unusual surname of Wanless. The one who receives the knighthood is Dr. William James Wanless, of the American Presbyterian Mission Hospital at Miraj, Bombay.

Dr. Wanless' name was in the list of New Year honours, and the announcement in the "London Gazette" is merely a repetition.

FOREIGN ACTORS.

RESTRICTIVE REGULATIONS IN AMERICA.

New York.—The Actors' Equity Association meeting here recently adopted resolutions which will restrict the activities of foreign actors, including British, seeking work in America.

A committee of the council, including Mr. George Arliss, which studied the "foreign" situation, declared specifically that the recommendations putting a curb on foreign competition were not influenced by the recent refusal of the British Ministry of Labour to permit Miss Alden Gay, an American actress, to appear in a London production. On the contrary, cables have been received from Mr. John Emerson, president of the Equity Association, who is now in England, stating that the reports regarding the restriction on American actors in England have been greatly exaggerated here, as a great many Americans are now appearing in English plays.

The recommendations as adopted by 800 members of the Association, after a three-hours' meeting, will not interfere with the entry of complete companies of foreign actors, "who shall come, play, and leave as units" and any individual alien "may enter for a particular part in the specified play." But at its expiration he must return to his native country or remain idle for six months. Alien actors who are not here under the quota, and who, on Nov. 1, 1928, have not been here two years when they will be deemed "resident," will be suspended by the association until they re-enter under these conditions.

and to return to Manila where his services were likely to be rewarded by something more substantial.

Thrown Out.

To this end, he presented himself once more to his employers at Nanking and stated his view of the position, asking that he be paid what was justly due him and be permitted to depart. He learned that there was nothing justly due him. He then suggested that his travelling expenses to and from Manila be refunded him. The answer to this was a command to two soldiers who promptly grabbed him by either arm and turned him out on the street. Mr. Hartig is now reflecting upon the curious ways of governments. Doubtless he consoles himself in the knowledge that republics are proverbially ungrateful.

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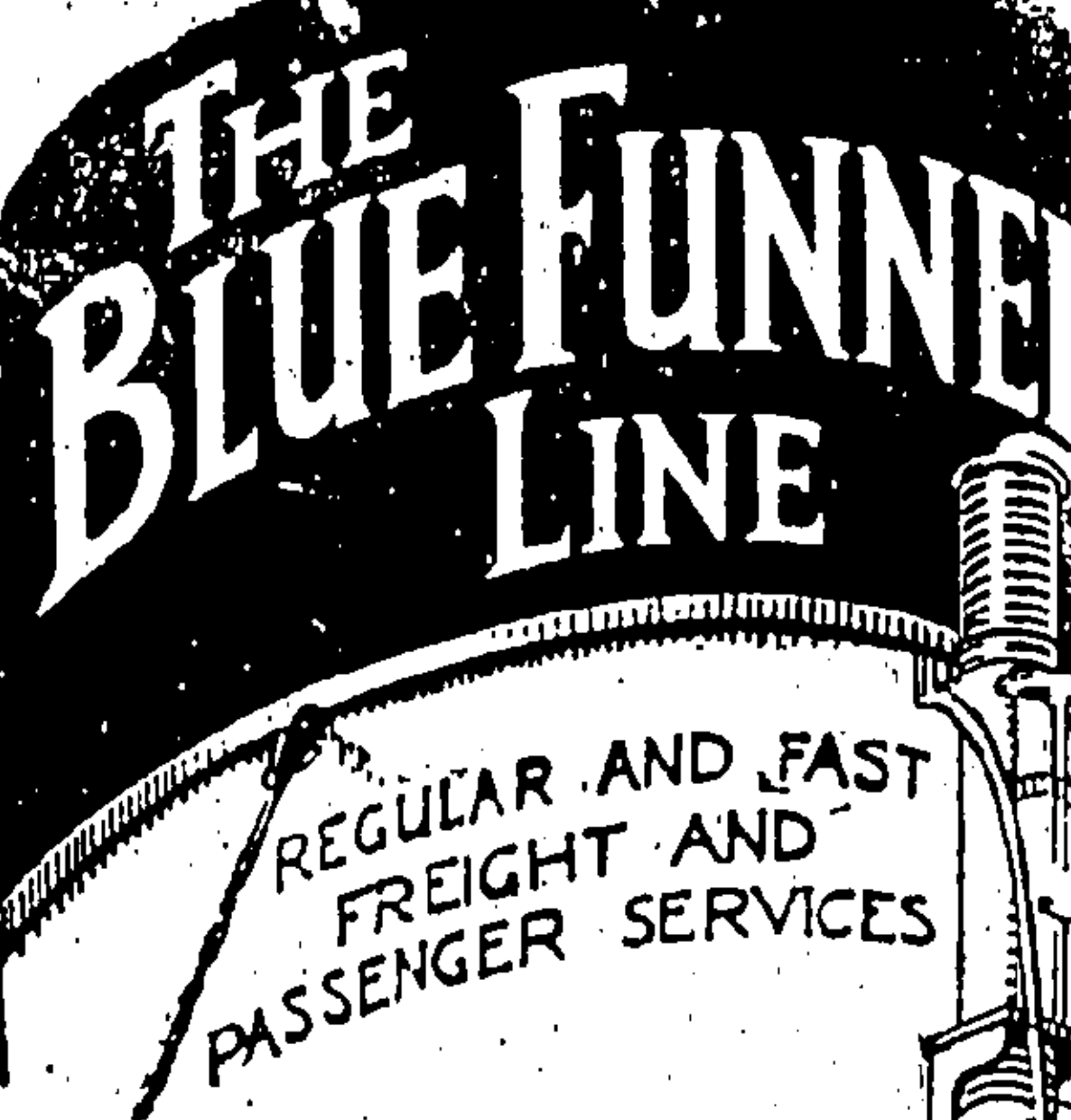
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LONDON SERVICE.

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"ADRASTUS" 4th June Boston, New York & Baltimore
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"PATROCLUS" 16th May Singapore, Marseilles & London
"ANTENOR" 24th June Singapore, Marseilles & London

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THURSDAY, MAY 10.	
Shanghai and Amoy	Luchow
FRIDAY, MAY 11.	
Shanghai and Europe via Siberia	Kashgar
Australia and Manila	Tai Ping
SATURDAY, MAY 12.	
Straits	Novara
Shanghai and Swatow	Soochow
SUNDAY, MAY 13.	
U.S.A., Canada, Japan and Shanghai	President Grant
Straits	Haruna Maru
TUESDAY, MAY 15.	
Canada, U.S.A., Japan and Shanghai	Empress of Asia
THURSDAY, MAY 17.	
Australia and Manila	Tango Maru
FRIDAY, MAY 18.	
Japan and Shanghai	Hakozaki Maru
TUESDAY, MAY 22.	
Japan	Mishima Maru
MONDAY, MAY 28.	
Straits	Kamo Maru
FRIDAY, JUNE 1.	
Japan and Shanghai	Hakusan Maru

OUTWARD MAILS.

For	Per
THURSDAY, MAY 10.	
Manila	City of Eastbourne 3.30 p.m.
Saigon	Hsin Foo Sing 3.30 p.m.
Sam Shui and Wuchow	Kwongying 4 p.m.
Manila and Parcels for Germany via Hamburg	Adolf von Baeyer 5 p.m.
FRIDAY, MAY 11.	
Manila	Javanese Prince 9.30 a.m.
Bangkok	Hermes 1.30 p.m.
Swatow, Amoy and Foochow	Hai Ching 2 p.m.
Shanghai	Suiyang 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 9th June. K.P.O. Parcels 4.30 p.m.	
Registration (May 12th) 9 a.m.	
Letters (May 12th) 10 a.m.	
G.P.O. Parcels 5 p.m. Registration (May 12th) 9.45 a.m. Letters 10.30 a.m.	
SATURDAY, MAY 12.	
Japan, *Canada, *U.S.A., *C. & *S. America and *Europe via Victoria, B.C.—due Victoria, B.C., 6th June	Taihybius 10 a.m.
Shanghai, Japan and Europe via Siberia	Novara 3.30 p.m.
Amoy	Anhui 5 p.m.
SUNDAY, MAY 13.	
Swatow, Amoy and Formosa	Kishu Maru 9 a.m.
Bangkok	Kwelyang 9 a.m.

*Correspondence bearing vessel's name only.

RUMANIA.

Political Circles Praise Britain.

"CARLISM" EXPLODED.

Ex-Crown Prince's Manifesto Evokes No Echo in Country.

Bukharest, Yesterday. Political circles applaud the correctness of the British action regarding Prince Carol which "curtails the ex-Crown Prince's misguided and adventurous ambition."

Prince Carol's last manifesto has not evoked an echo in Rumania and his cause has long been definitely abandoned by all Parties.

The towns throughout the country are decked with bunting in preparation of the celebration of the national festival to-morrow.—Reuter.

The Flight to The Capital. Captain Pelletier D'Oisy, flying from Paris to Tokyo, has arrived in Bukharest.—Reuter.

[It is by no means clear whether the "Carol" accompanying D'Oisy is Prince Carol or an aviator of the same name. The latest telegrams from England, however, seem to indicate that Prince Carol still lingers in Surrey.]

The Home Office Request.

London, Yesterday. A high official of the Surrey Constabulary, visited Prince Carol and informed him that unless he complied with the Home Office request to leave the country as soon as possible, the Home Office expulsion order would be enforced.—Reuter.

Communication From Carol.

London, Yesterday. It is understood that the Home Secretary to-day received a long communication from Prince Carol of Rumania. Sir William Joynson Hicks replied to it immediately. It is believed that nothing has transpired to cause the authorities to alter their attitude towards the presence of the prince in this country.—British Wireless Service.

JURY DISAGREE.

DISCHARGED IN THE MRS. KNAPP CASE.

FOLLOWS INDICTMENT.

Albany, New York, Yesterday. The jury engaged in Mrs. Knapp's case have disagreed on their verdict and have been discharged.—Reuter's American Service.

[A telegram, dated New York, April 6, referred to a message from Albany in which it was stated that Mrs. Florence Knapp has been indicted for felonies and misdemeanours in connection with the 1925 Census Fund.]

SENIOR GOMEZ.

VENEZUELAN PRESIDENT IN EXCELLENT HEALTH.

COUNTRY NORMAL.

London, Yesterday. The Venezuelan Legation in London denies that President Gomez has been assassinated, and says that he is in excellent health, and that the situation in Venezuela is normal.—Reuter.

[An earlier telegram referred to an unconfirmed report that President Gomez had been assassinated.]

OPIUM ON LEGS.

CHINESE WOMAN'S DODGE.

For having in her possession a large quantity of opium a Chinese woman was this morning sentenced at the Kowloon Magistracy before Mr. Schofield to imprisonment for six months, with the alternative of a fine of \$1,650.

Accused said she was instructed by another woman to carry the opium to Hong Kong, where she was to be met by the woman in question.

Inspector Fowler said that defendant was found on the Kowloon-Canton train, apparently from Canton, with two packets of the drug strapped around her waist by means of a broad scarf, and one packet in a small case of her bag.

COTTON INDUSTRY.

Relief In Local Taxation.

£1,500,000.

Estimated Under Recent Budget Proposals.

London, Yesterday. In the House of Commons at question time Mr. E. G. Williams, for the Board of Trade, stated that it had been estimated that under the Budget proposals the cotton industry would be directly relieved to the extent of £1,500,000 yearly of local taxation.—Reuter.

AFGHANISTAN'S OIL.

DETAILS LACKING AS TO AMERICAN CONCESSIONS.

STRANGE RELUCTANCE.

New York, Yesterday. Official details of the American oil concessions in Afghanistan are hitherto difficult to obtain. Lawyer Daniel Strachan, who claims to have handled the negotiations in Paris

FINER LATER.

S.E. or variable winds, moderate, overcast, with rain at first, improving later, is the official weather forecast until noon to-morrow.

The anticyclone is now shown as a belt of high pressure stretching from the Yangtze Valley to Japan. A depression is central near Vladivostok. The typhoon is between 300 and 400 miles east of the Bashi Channel, moving north or N.N.E.

In February, is reluctant to divulge the scope of the agreement pending the conclusion of definite arrangements by the State Department.

Officials, when interviewed by Reuter, confirmed the receipt of the report from Mr. Strachan, who has been requested to supply copies of the contracts and certificates of incorporation of the Afghan-American company which Mr. Strachan is forming.

A reply has not yet been received.—Reuter's American Service.

AFGHANISTAN.

SIR A. CHAMBERLAIN REPLIES TO QUESTIONS.

IMPORT RESTRICTIONS.

London, Yesterday.

Sir Austen Chamberlain stated that he did not conduct any negotiations with King Amanullah of Afghanistan or his acting Minister for Foreign Affairs during the recent royal visit to this country. He did, however, have an opportunity of discussing with His Majesty and His Excellency general questions of Anglo-Afghan interest.

The wish of the British Government was to see a strong and independent Afghanistan. Asked whether any negotiations were under consideration for the removal of restrictions on imports to India Sir A. Chamberlain said he thought that conversations on the matter had been proceeding and no doubt these would be continued.—British Wireless Service.

N.Y. SENSATION.

OIL MAGNATE ASKED TO RESIGN.

New York, To-day.

There is a first-class sensation in financial circles in consequence of Mr. John Rockefeller calling on Colonel Robert Stewart, Chairman of the Board of the Standard Oil Company, in Indiana, who recently gave evidence before the Senate Oil Committee as to the conduct of the Teapot Dome Inquiry, to resign.

Mr. Stewart is one of the leading figures in the oil industry. It is declared that Mr. Rockefeller's action is due to a desire to purge the oil world of harmful and undesirable elements.—Reuter's American Service.

A 3-year-old Chinese girl who was reported missing from No. 21 Star street on May 5 was found by the police yesterday. Two Chinese women are understood to have been taken into custody in connection with the affair.

TWO KILLED.

American Aviators' Sad Fate.

FOLLOWS ENDURANCE TEST.

Disaster Follows Severe And Unsuccessful Attempt.

Peterboro, N.J., Yesterday. Lieutenant Royal Thomas, who last week unsuccessfully attempted to beat the world's flying endurance record, has crashed and has been killed. His companion, Westervelt, was also killed.—Reuter's American Service.

RENOUNCING WAR.

TREATY PROPOSALS TO BE DISCUSSED BY COMMONS.

GOVERNMENTS' VIEWS.

London, Yesterday.

American and French proposals regarding a multilateral treaty renouncing war as an instrument of national policy will be debated in the House of Commons to-morrow, when it is expected that the Foreign Secretary will make a statement regarding the views thereon of the British Government.—British Wireless Service.

BAD BRANDY.

CHINESE MOONSHINERS CONVICTED.

HENNESSY BOTTLES.

Representing the manufacturers of Hennessy "Three Star" Brandy, Mr. R. A. Wadson appeared before Mr. R. E. Lindell at the Central Magistracy this morning to prosecute three Chinese charged with being concerned in the manufacture of "bootleg" liquor which they bottled in old Hennessy bottles.

Two of the accused had five charges against them relating to the manufacture of the stuff, unlawful use of Hennessy bottles, and possession of Macao tobacco labels, corks, capsules and a wooden "chop" bearing the "Three Star" mark which the prosecution alleged was for the purpose of stamping the corks used for stopping the bottles after they had been filled.

A third man was charged with the unlawful possession of three bottles of the "moonshine" liquor. This man pleaded "guilty" and was fined \$50 or four weeks' hard labour.

Mr. H. A. Taylor, Government Analyst, said that the liquid in the bottles was a mixture of spirit of wine and water, coloured and sweetened by a kind of syrup made from brown sugar.

First accused, who pleaded guilty, was sentenced to four months' hard labour, and in addition was required to pay fines totalling \$300, or, in default, various terms of imprisonment totalling six months the terms to run consecutively with the four months.

The other (for whom Mr. Owen appeared) was convicted on two counts and sentenced to four months' hard labour.

"PUNCH AND JUDY."

ENTERTAINMENT VISITED BY A PICK-POCKET.

COURT SEQUEL.

A Chinese was this morning at the Kowloon Magistracy before Mr. Schofield charged with pick pocketing, the offence being committed while the victim was watching a "Punch and Judy" show yesterday afternoon in Reclamation-street.

Inspector Fallon said that quite a large crowd was watching the entertainment and a Chinese detective was standing on the outskirts of the audience. His attention was attracted to the defendant and he witnessed him smartly place his hand in one of the spectators' pockets, quickly putting something into his mouth.

His suspicion aroused, the detective caught defendant and found that he had sixty cents in his mouth.

On questioning him, it was found that defendant had been a caddy boy, after which he had been employed as a cook. He had been out of work for the last two months. In spite of the fact that his left hand was deformed, having only a thumb, he was trying his luck as a pickpocket.

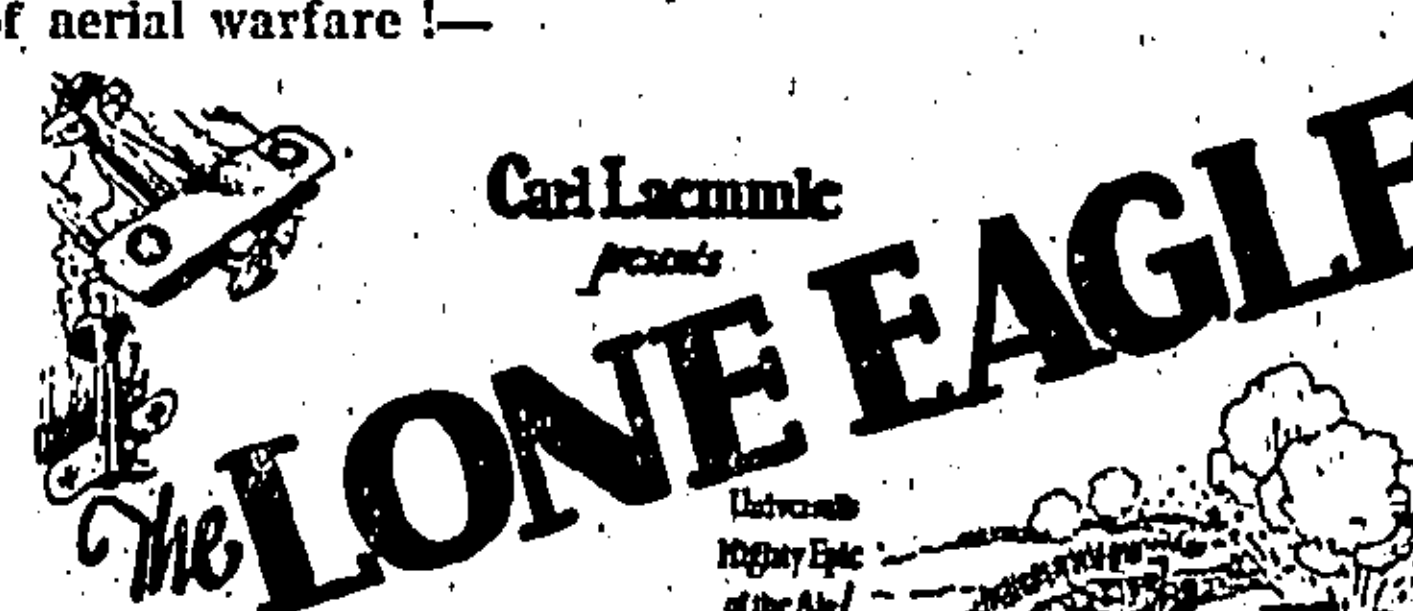
Defendant was sent to prison for four months.

A COMEDY of to-day in the gay settings of Monte Carlo!—



AT THE QUEEN'S TO-DAY TO SATURDAY. At 2.30, 5.10, 7.15 & 9.20.

BREATHLESS suspense and grim realism in a thrilling story of aerial warfare!—



AT THE WORLD TO-DAY TO SATURDAY. Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

THE ROLLICKING farce of an innocent abroad in the wilds of Gay Paree!—



AT THE STAR TO-DAY TO SATURDAY. Continuous 2.30 to 11.15.

GERMAN POLITICS.

COUNTRY "WARMING-UP" FOR THE ELECTIONS.

THE "SWING TO THE LEFT."

Berlin, Yesterday. The country is warming up with preparations for the elections on May 20. Whatever the fortunes of the various Parties, they will doubtless leave the principal Party leaders in possession of seats under the prevailing system of proportional representation.

Political students anticipate that the recent marked swing to the Left will be reflected in an increase in the representation of the Socialists (already the strongest party). There will probably be a decrease of right wing members, like the German Nationals (at present the second strongest party) and the People's Party, of which Dr. Stresemann is a member.

The extreme Nationalists will doubtless suffer heavily as regards seats, as it has already suffered as regards personnel, through the ac-

IN THE DESERT.

CHARABANC DISASTER NOT SO SERIOUS.

LATER DETAILS.

Cairo, Yesterday. The disaster to the charabanc full of pilgrims, lost in the desert, is not so bad as was at first reported. Later information says that three six-wheeled cars, which were sent out, found one passenger dead and two missing. The latter subsequently arrived at Ezerat. The survivors were entrained for Damascus.—Reuter.

tual or prospective resignation of Ludendorff, von Tirpitz, Prince Bismarck and Count Bernstorff.

The Communists, with several million supporters, expect to gain seats for this reason, but the Elections are not likely to provide any sensational surprise. The new Reichstag is expected to differ considerably from the last.—Reuter.

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